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editor's letter



DAVE SMITH
EDITOR

Firebird build took 30
years. Could be edited
down to 30 minutes
including adverts



Recently, I dragged the household into the 21st century and got hooked up to Virgin Media. This brought with it a TV package that included channels that broadcast shows I might actually want to see, so I've been watching a few episodes of some of the shows that all my car buddies are talking about that I've never actually seen...

From this, I've drawn a few conclusions. First, I could watch car shows 24 hours a day, seven days a week if I so chose. Second, the word 'reality' in the phrase 'reality TV show' is, in the most part, either disingenuous, outright lies, or one party - either myself or the TV show producers - is in a different plane of reality from the other. And third, there seem to be many things you can get away with in the States that wouldn't be tolerated for 20 seconds here in the UK.

First, Fast'n'Loud. I enjoyed this a lot, and some of the projects these guys get through just makes me think, "If only..." Coupled with that Texas sunshine, of course. Robert and Aaron make excellent presenters, so I just hope that the producers don't get so wrapped up with their celebrity that they forget the cars. Street Outlaws is an excellent concept, though maybe I'm getting old, because I really wish they'd take it to the track. The whole 'racing on the streets, or otherwise unprepared

surfaces' may add an extra frisson of excitement to the proceedings, but one should never underestimate the suggestibility and idiocy of the viewing public. Never mind the bogus smack talk and forced tension - more racing, less yap.

Wheeler Dealers is an interesting way to spend an hour, and Edd China seems like a handy bloke, but I can't help questioning their 'profit' margins. Perhaps Edd should submit an invoice for his labour and have that figure into the final tally. Car SOS struck me as being very similar to For The Love Of Cars, and while I enjoy the part where they restore the cars, there's too much 'human interest' for me. I want to see the story behind the cars, not the misfortunes of the owners. If I wanted human interest, I'd watch Big Brother ... though that may be sub-human interest.

I'd like to make a proper 'reality' car restoration series. Never mind this "Oh, we've got to have the project finished and at the auction house in seven days" malarkey. This one would show someone ordering parts from the States knowing that it'll be weeks before the ship docks, or ordering off the internet only to be told, "Sorry, we don't ship overseas." A show where the presenter sits at home all day waiting for a delivery from Parcel Farce that never arrives. Or one where he waits all day, but in the 30 seconds it takes for him to go for a waz, a card is shoved through his door saying "We called but you were out." A show where the MIG runs out of gas after the shops have shut, and the presenter can't do any work on the car one day because the missus wants to paint the kitchen. Or even one where the workshop is so stuffed with crap that the presenters have to work outside in the rain. Or where the presenter says, "It's eight days until payday and we're skint. Sorry."

That'd be reality TV, but I doubt anyone would watch it. I suspect many of us are too busy living it. Either way, with the benefit of an editing suite, you'd still manage to finish the project inside an hour...

"One should never underestimate the suggestibility and idiocy of the viewing public"

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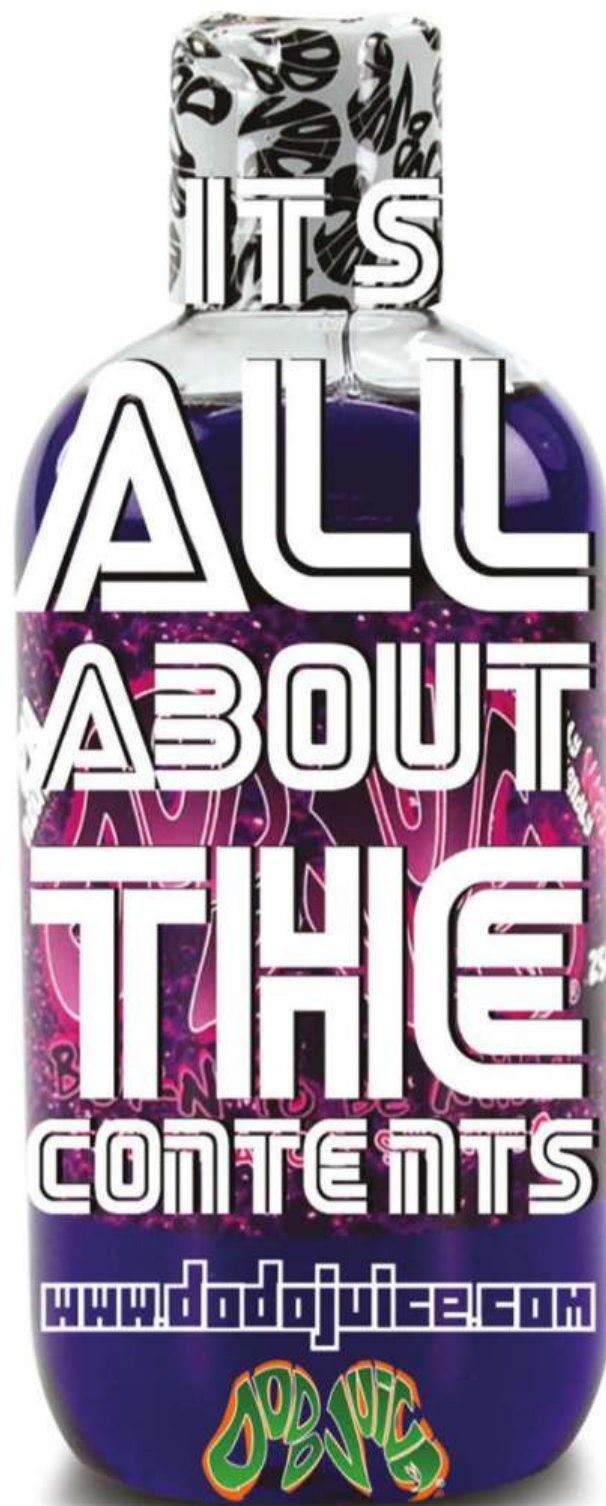


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ACMnews

THIS MONTH'S PRESSING ISSUES IN THE WORLD OF AMERICAN CARS

I'll See Your 707bhp...

...and raise you 50.

Yes, we put the mighty 707bhp Challenger Hellcat in this issue, and along comes Callaway with their new Z06-based Corvette boasting 757bhp and 777lb.ft. of torque. Using a 32% larger supercharger and triple intercoolers, Callaway's most powerful 'Vette yet will sprint to 60mph in 2.8 seconds and cover the standing quarter in 10.5 seconds at 131mph, but still comes with a three-year/36,000 mile warranty. See www.callaway.com.



Sierra Nuevo

It's that time of year again, when the last of the 2015 models go on special offer and Americans start looking for their new 2016 model.

The trucks are in the vanguard, with the new 2016 GMC Sierra leading the charge. It's not radically changed - it's been selling very well, and with most people citing 'exterior styling'

as the main reason for choosing the GMC over rival brands, why change it? - but the acronym LED appears many times on the list of new features... It'll be going on sale this winter.



Everything's Bigger In Texas...



... including the bottom line, as GM continues its massive investment programme with a whopping \$1.4 billion for their Arlington, Texas plant. The plant builds

full-size SUVs, such as the Chevy Tahoe, GMC Yukon and Cadillac Escalade, and improvements will be made to the paint shop, body shop and general assembly area.

Pak-ed And Ready

Mopar opened the order books for the factory-prepped, strip-ready Drag Pak Challengers - as mentioned last issue - at the Mopar NHRA Mile-High Nationals at the end of July. Production will be limited to 60 examples, 35 with the supercharged 354 engine and 25 with the naturally aspirated 426 Hemi. The Drag Pak cars, complete with cage and slicks, is ready to enter Sportsman classes in NHRA events from the word go.





Coalorado



The mid-size Chevrolet Colorado and GMC Canyon pick-ups will have the new 2.8 Duramax turbo-diesel as an option for the 2016 model year.

The balance-shaft four-pot produces 181bhp and 369ft.lb. of torque, which lifts the towing capacity of the 2WD version to almost 3.5 tons, yet is also the cleanest diesel truck engine GM have ever made. It comes with the 6L50 six-speed auto, and a

'smart' diesel exhaust brake for downhill gradients, plus standard Z82 towing package and locking rear differential, while a new electronically controlled two-speed transfer case is included on 4WD models. They both go on sale this autumn, with a \$3,730

premium over a comparable petrol V6 model.

This news comes as both the UK and the US have seen the price of diesel at the pumps drop below the price of petrol - in California, at the time of writing, diesel was 70c (45p)

a gallon cheaper than regular gasoline - and interest in new generation 'clean' diesels is taking off. Research by the Diesel Technology Forum suggests that, by 2020, about 7% of the US market will be made up of diesel cars and trucks...

Striking Midnight

The 2016 Colorado also comes in a couple of interesting special editions, like the off-road-capable Z71 Trail Boss and the stealthy Midnight Edition.

The Midnight Edition is available in any colour you like as long as it's black, with blacked-out grille, trim and 18" wheels to match, plus a spray-on bedliner and soft tonneau. The Trail Boss, meanwhile, comes with LED trail lighting bar, chunky all-terrain tyres, fender flares and other off-road gingerbread. Chevy say that the Midnight Edition "evokes the aesthetic of an urban 'tuner' vehicle" - really? - while the "Trail Boss is designed for terrain where the pavement ends." Either will be available with the new diesel.



Talking The Torque

At the end of July, the first 2016 Ram 3500 Heavy Duty Mega Cab Laramie Longhorn dually rolled off the Saltillo production line with the 6.7-litre Cummins diesel and Aisin transmission offering 900ft.lb. of torque. It'll need it, just to haul the name badge around... This gives it a payload of 7,390lb (3,350kg) and a towing capacity of a whopping 31,210lb (14,156kg). Never mind towing your race car; you could tow your own track!



Easy Pick-Up

Ford have raised the luxury bar with their new F-150 Limited, which they call "the most advanced, luxurious F-150 ever here."



... [It] meets the growing needs of discerning truck customers interested in exclusivity, capability and craftsmanship - those looking to differentiate themselves from buyers of other high-series trucks." Ooooooh, get you! It comes with SYNC and AppLink, plus class-exclusives such as 360-degree camera system, adaptive cruise control,

remote tailgate release, 22" wheels, heated and cooled Mojave leather multi-contour massaging seats and, wait for it, interior trimmings of genuine fiddleback eucalyptus. The Limited badge in raised lettering on the bonnet and laser-engraved VIN plate with production number on the centre console means that the

Joneses in the next trailer can't miss your discerning purchase. Oddly enough, this top-end truck comes as standard with the EcoBoost V6 - not as much snob value under the bonnet, clearly. The Limited will go on sale this winter.

Incidentally, one feature that will be appearing soon on all F-150s is a 'sport' mode on the six-speed auto transmission. Apparently, the transmission technology for the F-150 was developed alongside that for the new Mustang, so why not give the hauler some of the pony car's pull? Push the 'tow/haul' setting button twice, and an orange light on the dash tells you that the trans will hold gears for longer and rev-match on downshifts "to make driving more responsive and spirited".



Depreciation Bulletin

A recent release from trade car valuation experts Glass's shows two Chevrolets in the 'bottom 10' of the worst-depreciating cars in the UK - the Cruze and Orlando. Both lost around two thirds of their purchase price in the first year/12,000 miles.

Sport Bouncing

Buick recently introduced their new Encore Sport Touring, "a more spirited take on the brand's popular crossover". With an all-new 153bhp direct-injection turbo four-pot, six-speed auto, and ... oh, for God's sake, it's a Vauxhall Mokka, how exciting can it be? What happened to Buick, the company that brought us beauties like the Riviera? The Encore Sport Touring goes on sale this autumn.



Shift Work



Ford, the company who brought you the built-in line-lock on the Mustang, have now introduced a standard Performance Shift Light Indicator with Track, Tach and Drag mode for the new Shelby GT350 and GT350R.

They also made it a heads-up display on the windscreen ahead of the driver, so you don't have to take your eyes off the track. Using the 'information centre' in the gauge cluster, the driver can alter the shift points, light intensity, select from three different modes

or turn it off entirely. In Tach mode, the amber LEDs light sequentially from left to right as revs build, while in Track mode they light from either end and you shift when they meet in the middle. In Drag mode, the bar lights when the pre-set rpm is reached.

Soulless To Seoul

The Chevrolet Impala, made in GM's Detroit-Hamtramck plant, is now being exported to Korea. It's odd to think that the Americans are selling rather bland, unexciting sedans to the Far East...



Hack To The Future

Fiat Chrysler Automobiles US LLC recently announced software updates "to improve vehicle electronic security and communications system enhancements".

This came hot on the heels of a widely reported stunt where well-known hackers Charlie Miller and Chris Valasek hacked into Miller's 2014 Jeep Cherokee and remotely controlled some of the functions as part of their ongoing research into automotive cyber-security. In fact, they've helped FCA out with some of their findings. FCA have stated that they're not aware of a single 'real world' incident of unlawful or unauthorised hacking into one of their vehicles, but nevertheless have released a TCB (Technical Service Bulletin) for a no-cost software update to further hack-proof their cars. Owners can return their vehicle to the dealership for the update,

or download and install it themselves. The US market vehicles this applies to are the 2013-2014 Ram 1500, 2500 and 3500 pick-ups, 2014 Dodge Durango, Jeep Cherokee and Grand Cherokee, and the 2013-2014 Viper, all with the 8.4" Uconnect touchscreen radio system.

The damage may have already been done, though, as, according to a survey by Kelley Blue Book in the US since the incident above, nearly 80% of consumers think that vehicle hacking will be a frequent problem in three years or less, and consider 'domestic' manufacturers' products most susceptible.



Selling Saleen

It's no secret that Saleen Automotive is having a bit of a tough time of it since going public a few years ago, and last year made whopping losses.

Now, you could become the proud owner of the remaining assets and all intellectual property to the S&S, S7R and S5S Raptor supercars as Saleen struggle to keep the doors

open. The sale includes the six remaining S7 chassis, plus all the rights to produce the machine plus the Raptor which never made it to production. See gauction.com/event/saleen-s7/



Tesla Unplugged

Saleen had most notably moved into the electric car field recently, with their own version of the Tesla Model S, but they're up against the likes of this, the Unplugged Performance Model X. This is the concept debut of California-based Unplugged's version of Tesla's new all-electric SUV, and boasts an exterior

redesign, a whole host of other performance and appearance modifications and the equivalent of 750bhp... See www.unpluggedperformance.com.



OnTheRight! Bulletin

According to a study by TomTom, more than 20 million Brits will be driving on the Continent this summer, 71% don't know the motoring rules and regulations of their destination country, and 12 million are likely to find themselves driving on the wrong side of the road.



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PONTIAC WE BUILD EXCITEMENT

Hot 'Bird

The National Insurance Crime Bureau's latest Hot Wheels report into car thefts show that, in its 35-year lifespan, the Pontiac Firebird was a very popular target for thieves.

Between 1981 and 2014, a whisker shy of 250,000 Firebirds and Trans Ams were reported stolen in the US. Pre-81 records are considered too unreliable to appear in these figures, so the actual number would be vastly higher. The worst years

for Firebird theft were 1989 (19,792 thefts), 1988 (19,332), 1990 (17,785) and 1991 (16,430). The fewest thefts, somewhat predictably, occurred in 2014 (445). The tea-leaves' favourite model was the 1986 model, with 26,881 going walkies.

Houston...

... we have a Mustang. Ford built a special one-off Apollo Edition Mustang GT for the annual EAA AirVenture in Oshkosh, Wisconsin, in July, to celebrate the innovation and inspiration of Apollo missions. This is the eighth year that Ford have supplied a

unique Mustang for the event, each one being auctioned in aid of the EAA youth aviation education programmes including Young Eagles. So far, they've raised \$3 million, with this year's beauty hammering at \$230,000. With a one-off glossy white and pure black paint scheme, carbon-fibre front splitter and other trim, plus under-body LED lighting "to symbolise atmospheric re-entry", it looked the part, but a performance package including supercharger, X-pipe with side- and rear-exit exhaust, Brembo brakes, custom Forgiato 21" wheels and 627bhp on tap means that it'll be a bit of a rocket itself.



Get Your Kit On

New from Revell is the hot version of the fifth-gen Camaro, the 2013 ZL1.

In 1:25 scale, it's rated as skill level three, meaning up to 100 parts for the slightly more experienced builder or the more patient beginner. Well, if you're still saving up for your 580bhp ZL1 in real life, here's your chance to get to know one intimately in the comfort of your living room. Revell model kits are available from all good toy and model retailers. For details visit www.revell.de/en.



Rear Of The Year

Some like them curvy, others prefer a more streamlined silhouette, but if your car has a great-looking boot(y), you could be in with a chance of winning a free Rhythm Riot Weekend, with accommodation for two, in a newly launched, free-to-enter competition.

Simply email a picture of your car's tantalising trunk to the guys at Rhythm Riot and they will load it into their Facebook gallery and invite people to vote for their favourite. One lucky owner will win an Apartment and two Wristbands for the Rhythm Riot Weekend in November, and will enjoy three days of non-stop Fifties music, dancing and lifestyle with a fantastic line-up of bands and DJs, huge dance floors,

an amazing vintage clothing market, classic car cruise, indoor flea market and a whole lot more. Check out the website at www.RhythmRiot.com and send your picture soon, to RhythmRiot@RockTheJoint.com to attract those all-important votes. The Rhythm Riot weekender takes place at Pontins Holiday Centre, Camber Sands, Sussex, from Friday 13th to Monday 16th November.





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THIS MONTH'S RACING AND TRACK NEWS

Elapsed Times

Santa Pod's James Forster looks forward to the high point of the drag racing calendar.



At the time of print, the European Drag Racing travelling circus has reached the midway point of its tour as we begin to look to the FIA European Finals here at Santa Pod on September 3rd-6th. The Swedes are currently leading the way in most classes with the European Funny Car series and Top Methanol Dragster classes being the only exceptions at the moment. In the Funny Car series, a British winner is already guaranteed as only three British drivers currently have points on the board. Gordon Smith in the

Shockwave flopper currently has a 60 point lead from Kevin Kent and with over 200 points up for grabs in the final round, this one's going down to the wire.

Most of the other car classes have another two rounds sandwiched in between now and the Finals so anything can still happen. Top Methanol Dragsters are a little thin on the ground this year but we're pleased to report that Brit Dave Wilson is leading the way from four chasing drivers. Micke Kagered is currently on top of the pile of 10,000bhp Top Fuel

Dragsters with a narrow margin between himself and Finn Anita Makela. Liam Jones is the highest-placed Brit in fifth position but there's still plenty of time for him to make up some ground.

After an unfortunate incident that saw his Funny Car on its roof at the Swedish round, remarkably, Leif Andreasson has managed to retain a points lead in the Top Methanol Funny Car class. It's already been a record-setting year for point's leader Jimmy Alund in FIA Pro Stock as he's claimed both the MPH and ET record this year. Jimmy will be looking to add to his already outstanding collection of nine European championships.

Many would say that we've saved the best 'til last with the FIA Pro Modified championship. These wild doorslammers are currently led by 2009 champion Mats Eriksson with Swiss man Bruno Bader hot on his heels. It's also great to see a turbo car in contention for the championship with Tero Laukkanen in the number three spot. Roger Johansson is the highest-placed nitrous assisted car in sixth but there's still time for him to climb up the table. Tickets are available now to the finale of a season-long battle royal so visit www.santapod.com to book, find out more and view the entry list.



The Sportsman

Shakespeare County's Jerry Cookson gets into the Stock market.



This year's Hot Rod Drags, presented by the National Street Rod Association, is expected to feature a bit more muscle car flavour than in previous years with the first ever running of the Super Stock Shootout - The Sequel! Put together by the man responsible for the UK Stock &

Super Stock Association page on Facebook, racer Peter Walton is expecting a good entry of period nostalgia stockers racing in true bracket fashion.

At Santa Pod's Dragstalgia, a big 26-car field made the first round call before the rains on race day curtailed the proceedings. With some



potent 10-second stockers in the mix, expect the action to be as entertaining as the Gasser Circus. Top qualifier was Dewsbury's Richard Grainger with his Plymouth Road Runner, but expect the likes of the Billadeau clan, Mojo and Carl Johnson to name but a few to lay down some quick ETs at this

year's Drags. Even Pete might drag a few cars out for this one! If you haven't already put your name down for the Drags then you've got just a matter of weeks (Sept 11th-13th) to get in touch with Pete via the UK Stock & Super Stock Association Facebook page.

Besides the Super Stockers, the Drags will attract another great line-up of quarter-mile action from the Supercharged Outlaws, which will hopefully include the new nostalgia slingshot from the Bond & Hannis team with Fuel Altered pilot Joe Bond at the wheel, plus everyone's favourites from Outlaw Anglia, the high riders from the Gasser Circus as well as those pesky period rodders from the Flathead Meltdown. See you at the Drags!

Oh, and Tri-Chevy lovers stay tuned for details of a Tri-Chevy Shootout organised by Graham Smith at next year's NSRA Nostalgia Nationals...



Black Sun Racing

Alex Peters suffers from administrative error at Abingdon.



The Abingdon Sprint event takes place on two separate tracks, with four laps of each. First, the "Abingdon" course is around the airfield perimeter track, featuring some long, fast bends and a high-G chicane, which really tests lateral grip. The second "Bentley" course uses the main runway and has a lot of tighter 90-degree turns that reward high acceleration on exit.

On the "Abingdon" course in the morning I was facing my usual mix of problems of weak brakes, high-speed braking instability and refusal of gear selection. I had to drive conservatively and try to reduce the number of gear changes, as well as braking gently and early for the fast corners, but was pleased with the way I was able to carry speed through the fast chicane as grip on the Toyo R888

tyres was good. However, I was quite pleasantly surprised to see after the end of the Abingdon session that I was lying in third out of a class of 11 cars.

In the afternoon, on the "Bentley" course, I was encouraged by my earlier results and really pushed hard to do better. I took the first practice conservatively, short shifting at lower revs and put in a reasonable 58.28 seconds time. On my second run, I was

very quickly red flagged as Marc Hanson's MG SV spun off and crashed into the timing gear at the finish line. I thought that this was a great opportunity to have a rerun with a warm gearbox, so headed straight back to the start line for my second practice, which went well with a time of 55.66.

For the first timed run my confidence increased and I pushed really hard, braking later and sliding the car around

every bend. However, at the final hairpin I overdid it and the car flicked back to front. I recovered without hitting any cones but had a time of 61.02 with just a final timed run remaining. This would have put me eighth in the class where I could come second, so I put everything into my final run, braking on the limit and getting slides just right around each bend. I came back feeling elated knowing I had put in a brilliant drive.

However, when I got back I saw that the timing board showed 55.64 seconds, just two hundredths faster than my very conservative practice time with early braking and short gear changes. I couldn't believe that this was correct and felt utterly despondent that my potential second place had dropped to fourth. Unlike some other competitors I've known, I didn't think it the right thing to charge into the timing clerks and accuse them of having made an error, so I packed up and went home, disappointed that my potential best score of the season of 14 points had now dropped to 12. It was later all clarified, and my time turned out to have been 53.80 seconds. I was extremely encouraged to think I had put in such a creditable performance, and elated to have come second, very close behind long-term rival Bill McKenna's Porsche GT3.



Find Alex at www.blacksunracing.co.uk or on Facebook at www.facebook.com/BlackSunRacing

Can-Am? Can-Do!

With attendances into six figures and in excess of 1,000 race entries, this year's 25th anniversary Silverstone Classic was something of a record-breaker. And, although they probably haven't yet finished sweeping up after the 2015 event, they're already planning the 2016 Classic. All the usual historic class favourites will be back, along with a few new faces, most

notably a race for Can-Am cars to mark 50 years since the series started in 1966. Can-Am cars are mid-engined, big-block, 1,000bhp, unsilenced... yeah, they're brutal, and Silverstone are hoping for a field of 50 of them, so you should be able to hear the race from Cairo. Stay tuned to www.silverstoneclassic.com for details, and watch out for coverage of the 2015 event on ITV4.



Justin Maeers attended the Silverstone auction on the Thursday of July's Silverstone Classic with no intention of buying anything. He ended up buying a 1959 Cooper Monaco for £200,000, then talked the organisers into letting him race it in the Saturday's Stirling Moss Trophy for Pre-1961 Sports Cars! Class.



auctionnews **au**ction**news**

THIS MONTH'S AUCTION NEWS IN THE WORLD OF AMERICAN CARS

Clocking On



At Mecum's mid-August Monterey auction, there will be several Corvettes crossing the block ... and for some, that may well be the furthest they've been in years.

Twenty-six cars from the Ed Foss Low-Mileage Corvette Collection will be on sale, including the 27th 1953 Roadster off the production line with fewer than 4,000 miles on the clock, a 2003 50th Anniversary model with 135 miles, and a 1972 convertible with just four miles. Apart from the

two race cars in the collection, not one shows in excess of 10,000 miles, with seven having covered fewer than 200 miles in their long but inactive lives.

For the ultimate hot pony car, though, you'd struggle to beat this - a triple black 1970 Plymouth Hemi Cuda

convertible, supplied new as a gift from Elwood Engel to Cuda designer John Herlitz! If you fancy owning some of the best credentials in the muscle car world, they could be yours for an estimated \$2.5 to \$3 million... See how they got on at www.mecum.com.



Holiday Hammering

Historics at Brooklands have a way to warm you up for the bank holiday weekend - a super soaraway sale of classics at their Brooklands, Weybridge base.

Among the beauties going under the hammer is the obligatory Mustang, this one a '65 ragtop in burgundy with a 289, auto and a few well-placed mods, which is estimated to bring between £22,000 and £26,000. Elsewhere in the catalogue there's ... another Mustang, this one a '66 A-code GT Coupe with a manual transmission in bright red with an estimate of £18,000 to £22,000. Want more for your money? How about a handsome '63 Cadillac Sedan deVille, looking original and with history, and an estimate of £7,000 to £12,000. Or even a 1969 Continental MkIII

in white-on-white, ordered new by a major league baseball player for his wife, with all the toys but not the vinyl roof. Yours, for somewhere around the £9,000 to £12,000 mark. But for sheer left-field uniqueness, how about this 1957 Chevrolet Stageway Carry-All Crew Bus, a 15-seater originally ordered by the St Louis Cardinals baseball team. Imported in 2007, it now features a white limo-style interior with all the toys (and questionable wheels) and is expected to bring around the £20,000 mark. The action happens on August 29th, so see www.historics.co.uk for details.



GOT SOMETHING TO SAY?

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Trick Or Treat

There's a new date on the collector car calendar, as Auctions America becomes the official auction house of South Carolina's Hilton Head Island Motoring Festival and Concours d'Elegance on October 31st.

Approximately 100 "investment-grade" vehicles will cross the block, including such delights as a supercharged 1957 F-code Thunderbird, fully loaded and restored to national prize-winning

standards, with an estimate around the \$200,000 mark. Or how about a very unusual early Fox Mustang GT Enduro prototype, the only one in dark blue, at around \$40,000?



Fall Play II

We've already mentioned Auctions America's Auburn Fall spectacular, but it's not all vintage machinery.



One of the later additions was this rare 1974 AMC AMX, a very unusual machine in Big Bad Blue with a white interior and vinyl roof, 360-cube V8 and all factory toys, plus one owner from new and just 406 miles on the odometer. That's a guaranteed concours winner right there! See www.auctionsamerica.com.

Barons' Ball

At Barons' end-of-July sale at their Sandown Park base, a few Americans crossed the block.

The obligatory Mustang, a 1967 A-code Coupe in bright red, hammered for a rather reasonable £9,900, while a 1999 Mustang ragtop, a 1977 Lincoln Continental MkV Bill Blass edition, a 1953 Chevy 3100 pick-up and, our favourite, a 1955 Ford



two-door Ranch Wagon with custom paint, all failed to sell. Their next sale is on September 15th, same venue, and the only American in the catalogue so far is a 1917 Ford Model T, but watch out for later additions on www.barons-auctions.com.

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THE **BIG** PICTURE



1970 Ford Mustang Milano

This Ford concept Mustang appeared at the Chicago Auto Show in February 1970, standing just 43 inches tall. Check out the massive rake on the glass, the lack of door handles, the cast aluminium wheels and the Challenger-esque side window profile. Inside was violet leather and deep purple mohair carpet. Groovy, man.

GET IN TOUCH

Do you reckon the radical Milano would have been a winner?

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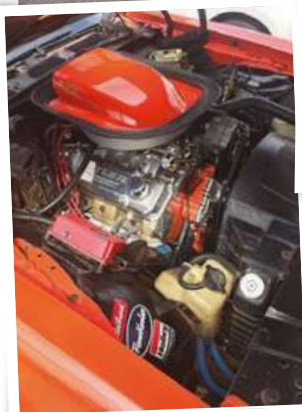
Dear ACM,

I was reading issue 144, the September 2015 issue, the other day, and noticed while flicking through that in your 'What's in the Workshop' page you had visited Robin at AutoPontiac. It then took me a minute but I realised that the main picture of a Trans Am under cover was in fact my 1976 Trans Am. I noticed you mentioned it had gone back to its delighted owner, and you're not wrong! Since picking the car up the engine has been nothing short of amazing. Plenty of power and torque, and sounds phenomenal! Robin and Tom are the only people I trust on my car other than myself, as their knowledge and workmanship is second to none.

We have a big passion for these cars in my family, myself with the Trans Am which I bought at just 22, and my brother with a 1976 Corvette C3, which he bought aged just 20! Needless to say we are both huge petrol heads, and it was funny to see a little section with my car in your magazine. Here are a couple of pictures of my car out from under the cover, and my brother's too. Thanks.

Jack Stevens, via email

Thanks, Jack, looks excellent! Keep up the good work... DS, ACM



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SLOW BURNER

This Cruise Muscle Firebird spent decades on the back burner, but now it's back with a vengeance.

Words: Dave Smith **Photography:** Darren Maybury





Where did they all go? This is a commonly asked question in the American and custom car scene. One year, a street rod or race car appears, maybe it makes some waves or even just attracts a few admiring glances. Some will hang around for years; some of them will change radically; others will stay more or less the same for ages. Many, however, just seem to drop off the face of the earth. So, where did they all go?

A handful will be unfortunate enough to be written off on the street, or wrecked on the track. Some will have decreased in value so much that they're worth more dead than alive as donors for other projects. Many will have been diagnosed with terminal rot courtesy of the British climate and gone on to

Just think, if Andy had brought this car out as soon as he had it, it may never have ended up in that glorious Prowler Orange hue (above). Those rear wheels really fill those arches, and give the whole car a period street-racer rake. Note the rather lovely stainless Magnaflow exhaust.

pursue other careers as baked bean tins or refrigerators. Others will have been exported to European countries where people's only chance of getting a modified classic is if it's first been built and/or registered in a country whose Ministry of Transport is slightly less bureaucratically miserable than their own.

But that leaves hundreds, maybe thousands of cars unaccounted for. Cars tucked away under sheets, in workshops and lock-ups, by owners who will get around to doing them one day. Guys who will get started on them just as soon as they're not so busy, or when the kids have grown up, or when the mortgage is paid off, or when the business is going well, or the economy picks up, or, or...

“My boss told me he'd let me have it for £400 if I promised to keep it in one piece”





Sometimes that long-awaited day never comes, but just occasionally it does, and the results can be absolutely glorious. Like this fella, Andy Feltham from the West Midlands, whose 1967 Pontiac Firebird 400 stayed not so much an unfinished project as an unstarted one for decades.

"I got the car from an ex-boss of mine," says Andy. "He used to race it at Santa Pod and thrash it around the streets of Burntwood and Cannock. Then, when the company went to the wall in the mid-Eighties, I bought it from him. That was in 1988, and it had been off the road, stored in his industrial unit, since 1984. Another buyer had been after it, and offered him more money, but the guy wanted to break it for parts. My boss told →

me he'd let me have it for £400 if I promised to keep it in one piece. I was 27 at the time, and I'd been working around it in the unit for years. I'd even been taken out in it once or twice...

"All I ended up doing was dragging it out of his unit and putting it in mine, then leaving it for ages. It was my first American car, and I'm no mechanic. I had plenty of good intentions but I had a young family at the time and I never got around to it. It just sat in my lock-up, covered in bricks and window frames. I'd start it up every year or so just to listen to it, but even then it wasn't running right.

"Then, about three years ago, I started going to car shows with some friends, and it kickstarted my interest in the car. A few people had offered me strong money for it, but I decided I wanted to keep it and do it myself. As

I've said, I'm no mechanic, but I did my research and read books about it, and my father-in-law, Trevor Sault, is pretty clued up and helped me from day one.

"To begin with, I stripped it down to every last nut and bolt. The only rot I found was in the boot floor on one side where it meets the rear quarter, so I cut it out and replaced both the boot floor and the quarter. The rest was absolutely solid. I painted the underneath, replaced all the bushes and got it ready for paint, all at home. I took the engine to Trevor's house so he could get started with the rebuild, and took the bodysell to my friend Matt in Telford for a respray. I had wanted it to be burgundy, and even bought the paint, but then one day I saw a '69 Camaro in this colour and changed my mind. It's Prowler Orange, the colour they used on the later Plymouth Prowlers.

"I had wanted it to be burgundy, and even bought the paint, but then one day I saw a '69 Camaro in this colour and changed my mind"

The orange theme stretches into the interior, too (below), with the dash around those gorgeous sunken gauges getting a kiss from the paint gun along with everything else. There haven't been too many changes in here, apart from that B&M floor shifter and a tremendous leather re-upholstery job from a local trimmers (bottom right). That big wood-rim wheel could be factory... and check it out, cupholders! The biggest boon to civilisation since the wheel.





The motor (above) is still the original, numbers-matching 400-cube Pontiac V8, though it's been rebuilt by Andy's father-in-law, Trevor. It's mostly a stock rebuild with a new red suit, some very shiny jewellery and a Holley carburettor, the radiator's aluminium, the fan's electric, the headers are tubular and the whole show is very clean and shiny indeed... Behind it sits the stock TH350 auto.

"When it came back home from the paint shop, I completely rewired it with a new loom and some help from Gaz Burton, then took it over to Trevor's and we dropped the rebuilt engine in on his driveway. I run a window-making company and we had an empty space on the factory floor, so I took the car to work. I'd sent the interior to a trimmer just down the road, Louis at Quayside And Leisure, who specialise in marine trimming. He did the seats and door cards from scratch in leather, and made a beautiful job of it. I fitted new carpets and the reupholstered seats, but the biggest pain was the headlining. It took me two days, and by the end I was tearing my hair out, but I got it done.

"I swapped the front drum brakes for discs, and soon wished I'd converted the back brakes at the same time, but I'll get around to doing that soon. After that it was just refitting. I had the bumpers rechromed and bought all new chrome trim from the States, plus all eight pieces of glass are new - the old windscreen had delaminated at the corners anyway. I also fitted new Cragar wheels from North Hants Tyres, a stainless Magnaflow dual exhaust and the engine has a few chrome dress-up pieces on it, but its still the original numbers-matching engine. I haven't really changed a lot on the car, I wanted to keep it fairly original. →



"It's just a Sunday show car, and I've already picked up a few trophies since it came out last year. I drive it everywhere, no problems, and it drives a lot better than I thought it would. I've given it a bit of pedal but haven't got around to thrashing it - I just like tootling around on sunny weekends. I'm constantly getting asked about it, and a stop for fuel usually takes about half an hour as people are chatting to me about it. My two lads - who are now in their thirties - love it and are already asking which of them I'll leave it to when I pop my clogs! It's definitely a keeper, but I really enjoyed the build so I've been looking out for something else to work on, perhaps a Camaro.

I made the mistake of sitting down with the missus one night and going through all the receipts, totting up how much I've spent on the car. I thought it was about £12,000 but it was actually nearer £17,000! I shouldn't have done that with the missus... she's not that bothered, but it does mean that I can't moan when she wants to buy something." **ACM**

Now Andy (right) has a gorgeous Cruise Muscle machine that not only turns heads wherever it goes, it often picks up prizes as well. It's a driver, not a trailer-queen, and while it may not have a nine-second powerplant it makes all the right noises and won't send Andy to the poohouse - now that's exactly what Cruise Muscle is all about

"A stop for fuel usually takes about half an hour as people are chatting to me about it"



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PUSSY

This black Cat is certainly lucky for its new owner, but perhaps not for anyone who tries to go up against it...

Words: Dave Smith **Photography:** Matt Woods





The Hellcat. That's one hell of a name to live up to. When FCA's SRT division announced that they were making a version of their Challenger and Charger muscle cars called the Hellcat, you just knew that it had to be a bit more than a sticker package.

They didn't disappoint. When it was debuted with a socking great big 2.4-litre supercharger atop a 370-cube version of the corporate Hemi V8, giving in excess of 700bhp while still managing an EPA-certified 22 miles per US gallon and hitting emissions targets, it seemed too good to be true. And yet, so far, it's delivered on all its promises as the most powerful

production muscle car ever, become a sales success for Fiat/Chrysler, and shown that the muscle car wars are far from over. In fact, it looks like they're just warming up.

So the Challenger and Charger Hellcats are the ultimate practical supercar. They seat four, five at a push, and when you use the regular ignition key you have a 500bhp, tractable, comfortable car that you can take the kids to school in and then do a tip run. The only impractical aspect is that you can't tow a trailer – Dodge have deemed the Challenger 'unsuitable' for towing. It's probably just as well, as you know someone would be hauling their caravan to the car show at 150mph...

OK, it's a very handsome retro-styled American muscle car, but there's still nothing in this photo to give away the fact that this car can make Lamborghini owners wet their knickers and cry for their mums... Although many Challenger owners favour the high-impact colours, the Hellcats seem to fare better in monochrome

“So far, it's delivered on all its promises as the most powerful production muscle car ever”



“One startling fact has come to light: the automatic is a good deal sharper than the manual”



The view most can expect of a Hellcat (left). Slab-sided bodywork and narrow wheel-wells mean that this bar-raising muscle car is stuck with 275 tyres to handle a power output that, on the strip, would almost demand slicks. At least the massive Brembo anchors (above) can slow the thing down as quickly as it can take flight! LED light clusters (top) are always a laugh for those doing UK light conversions

Use the red ignition key, and all 707bhp is at your disposal, and one startling fact has come to light: the automatic is a good deal sharper than the manual. Not only is it a few pounds lighter overall - although on a two-ton car, those few pounds are a drop in the ocean - Car And Driver magazine tested the Hellcats and found the auto sprinted to 60mph in 3.6 seconds versus the stick shift's 3.9, and was two-tenths quicker in the quarter, too. They also found that with the traction control turned off, at any speed shy of 100mph, a good planting of the right boot caused the eight-speed auto to downshift several gears and simply vapourise the tyres... →

C&D also did some independent tyre testing of their own, and with the stock PZeros at 32psi, they managed 11.7 over the quarter, into a 15mph headwind. Down to 24psi, they hit 11.5 at 119mph. They sliced off another tenth on Hoosier slicks, and managed 11.2 at 122mph on some Nitto soft-compound street-legal drag radials. These cars have since been well into the 10s. It's the times run on stock tyres that are the most telling -

Motor Trend's test car also managed an 11.7 but at 125mph through the traps. These are the factory tyres, that have to handle every condition in the US, from a north-eastern winter to the desert in New Mexico and everything in between. And the one criticism they all offered was that 275mm of tyre is simply not enough for a 700bhp, 200mph, two-ton muscle car, no matter how good Pirelli make them.

A Hemi and a blower, yummy (right), but then they go and hide all that lovely machinery under those covers! Boooo. Note the whiff of Hemi Orange hiding away under those rocker cover covers that brag about what lies beneath. Note the long, ribbed, cast air intake, to try to keep things as cool as possible. Hmmm, purple coolant - is that what the kids are doing these days?

Tech Spec

2015 Dodge Challenger SRT Hellcat

Steel unibody two-door coupe

Engine: Cast iron 90-degree V8 block

Aluminium alloy heads

370 cubic inch (6,166cc)

4.09 x 3.58" bore & stroke (103.9 x 90.9mm)

16 valves, sodium-filled exhaust, hollow intake

Sequential, multiport, returnless EFI

2.4-litre Lysholm supercharger

9.5:1 compression ratio

707bhp @ 6,000rpm

650ft.lb. torque @ 4,000rpm

6,200rpm redline

Dual 2.75" exhausts with straight-through silencers and cut-out valves

Tremec TR-6060 six-speed manual transmission

ZF-Sachs 258mm twin-disc clutch

0.63:1 sixth gear ratio

3.70:1 limited-slip differential

Torqueflite 8HP90 eight-speed automatic transmission

Adaptive, three-mode selectable electronic control

2.62:1 limited slip differential

Suspension front: Independent short/long-arm

Coil-spring over Bilstein shock

34mm solid anti-roll bar

15.4" two-piece aluminium vented, slotted discs

Brembo six-piston Monobloc fixed callipers

Suspension rear: Five-link independent

Coil-spring, Bilstein shock

22mm solid anti-roll bar

13.8" vented, slotted discs

Brembo four-piston callipers

Hydraulically assisted rack and pinion steering

275/40ZR20 Pirelli PZero tyres 20x9.5" wheels

SRT Slingshot forged, split aluminium

116.1" (2,951mm) wheelbase

197.5" (5,018mm) overall length

4,439lb (2,013kg) kerb weight (auto)

4,449lb (2,018kg) kerb weight (manual)

204mph top speed

NHRA-certified quarter mile 11.2 on stock tyres, 10.8 on drag radials

"275mm of tyre is simply not enough for a 700bhp, 200mph, two-ton muscle car"





Next Year's Litter

After what Dodge described as "unprecedented" demand for the hyperactive Hellcats, they're planning to significantly increase production for the 2016 model year. Orders that already have a build-date scheduled will be built at the Brampton, Ontario plant, while orders that don't yet have a build date will be cancelled and those customers will be offered a discount on a 2016 model. The 2016 models will be allocated in two cycles; one in August 2015, the other in February 2016, and allocated to dealerships according to their current SRT sales performance. Dealerships will receive their allotment in August, and the best performers will receive a second allotment in February. The order books opened in the second week of August, and assembly begins in Brampton in September.

"We could not have asked for a more enthusiastic response to the Charger and Challenger SRT Hellcats"

"We could not have asked for a more enthusiastic response to the Charger and Challenger SRT Hellcats - it was absolutely unprecedented, but then again, these 707hp muscle cars are unprecedented," said Tim Kuniskis, President and CEO of Dodge and SRT brands. "To meet this demand, we are more than doubling our SRT Hellcat production for 2016 and simplifying the process to make it easier for our enthusiasts to get their hands on the hottest muscle cars in history." The new model will be much the same as the '15 model, apart from standard ultra-premium Laguna Leather interior and UConnect 8.4AN infotainment with navigation, HD radio and five years of SiriusXM Travel Link and Traffic.

"The exhausts have cut-outs and they get louder the harder you accelerate, louder than a Shelby even"

The interior (top left) definitely has a flavour of 1971 about it. That console with a pseudo grab-rail, that hammer-head shifter (left) and those big twin gauges (far left)... and yet the tech has definitely moved on. I wonder if they imagined paddle-shift and touch-screen damper and traction control adjustments in 1971?



This particular car came in through North American vehicle importers and suppliers David Boatwright Partnership, in Essex. With Hellcats being in such demand, the models destined for export were pushed way down the queue but so far, DBP have brought in several Challengers and one Charger with another Challenger in the process as we speak. And, so far, all of them have been black-on-black! Well, nearly - one was Granite Crystal, though it did have the satin black bonnet. All of them need light conversions - daytime running lights disabling, side repeaters and amber rear indicators fitting, a rear fog lamp etc - which is done in DBP's in-house workshops, along with a full pre-delivery inspection, setting the correct region code and carrying out the latest software updates to the engine and BCM computers. "The tail lamp

conversions take the most time as they're sealed LED units," said Mark at DBP. "You have to take the units apart and replace the red indicator LEDs with amber, then rewire and reprogramme the CAN-BUS, but the guys in the workshop are well used to it after the last generation of Mustangs.

"These models were supplied as export models, and we convert the navigation system to UK and European mapping. The exhausts have cut-outs and they get louder the harder you accelerate, louder than a Shelby even, but so far we've had no issues with noise at the IVA test. There's a 500-mile running-in period, and the computer won't even let you activate the launch control within that first 500 miles, but they're really well built. Richard has driven all kinds of cars like these, and he says they're really well set up." →



“It's only as fast as your right foot is heavy”

Indeed Richard has, and you may need something akin to a crowbar to get him out of his Hellcat. “It's a really special car,” says Richard. “I've been in the American car trade for more than 25 years, and they're all special cars; very few stand out as really special, but this one stands head and shoulders above the rest. It's out of this world to drive. The Hellcat's a pussycat when driven gently, and even in London traffic it won't fight you, but just press the pedal a little and the character changes dramatically. It has stacks of usable power. There are a choice of drive modes to choose from on the dash, even an Eco mode if you're just cruising at 70mph. One of our delivery drivers drove one from our HQ in Essex to Edinburgh on just over half a tank of petrol. (*Hang on - that's 400 miles on about 11 gallons of petrol. That's 36mpg! Though the*

chances of most Hellcat owners being as feather-footed as Boatwrights' driver are... erm, slim - DS, ACM)

“It'll seat a family of four in comfort, and Dodge have managed to keep the beauty of the 1970-71 model whilst modernising everything around it. It's instantly recognisable on the road. The auto has the paddle-shift if you really want to press on, but it's only as fast as your right foot is heavy. It handles the power very well and is very forgiving, plus you can select more settings on the electronic traction control - Street cuts in very early, Sport cuts in a little later, and Track will let you get really out of shape - and all adjustable on the touchscreen. We import and sell American cars, and my business head tells me I should sell it, but my heart really wants to keep it. It's that sort of car.” **ACM**

Thanks

Many thanks to Richard at David Boatwright Partnership for his assistance with this feature.

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Lap Dogs?

Part III: ACM's Big Chris charges into the second half of the One Lap Of America. Can he steal the class win?

Words & photography: Chris Smith



We headed to North Star Dragway. It was hot as hell, so much so that when we pulled up you couldn't lean on the car, the black paintwork was like the surface of the sun, so we headed for the shade straight away to get the game plan sorted and neck a water. Brent has been drag racing in the States for many years, and most weekends if he's not driving to the track he's flying to one to drive a client's car. We were really

excited about this gig, the track was sticky, the motor was charge cooled, we were looking great, but we'd forgotten one thing: the car was just a few weeks old with only minor suspension work, so we didn't know how it would react to laying the power down. Brent put the car into stage, hammered it off the line, and the rear wheels tramped like a monkey playing the bongos. It wasn't good. In essence we had a

(Below left) Bob and I at "Booger's Garage".... A snot-filled building with hospitality in abundance!!!

monster that wouldn't hook up, and it didn't just do it off the line, it did it all the way to the finish line.

The first run was a dial-in for the knockout bracket racing. Brent ran the car in great style, getting through several rounds to give us an overall fourth place finish meaning a first in class win, a wicked result!

We let the car cool down and Brock made an announcement to everyone, telling us to be extra vigilant when driving through Oklahoma to get to Hallett Raceway as there had been tornado warnings posted on the net and the local radio stations. It's kinda weird, when someone says something like this to you, you brush it off instantly and figure you'll never end up in any situation like that, right? WRONG!

We crossed the state line and entered Oklahoma, and in the space of 10 minutes it went from sunbathing weather to biblical blackness. The rain started and got harder and harder, so much so that the wipers on the fastest setting couldn't clear the screen. There was a big accident on the freeway so we decided to exit and cut through the back roads for the rest of the leg. It didn't work. We took the exit ramp and were met with an eight-inch wave of water rolling down



to us. We went super slow, as cars were being abandoned and people fleeing to buildings.

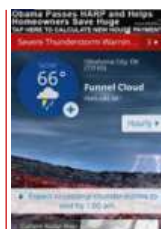
The wind started to whip up at this point, then it really started to go for it. The car was being rocked from side to side and, for the first time, I realised we may be in more of a pickle than anticipated. We carried on at 15mph through the streets - I can't tell you what town we were in, you couldn't see the signs - and I just kept turning when Brent gave me instruction. The rain eased and I felt a sigh of relief, but that was short-lived as the hail began to pelt the car. Two storm-chasing vehicles flew by us, making us feel like part of the "Close Encounters of the Third Kind" film set with the amount of LED lights they had on their vehicles.

It turned out we were in the eye of this storm, which we later found out was a full blown tornado. I have to say it was only at this point Brent showed concern for the car: we had beat on it all week, just driven through a flood, but the hail was a problem, it would dent the car big style as the pieces hitting the car were growing in size. We found a hotel with a canopy over the lobby, we got the last two rooms and decided to stay the night.



Upon leaving the next morning we realised the extent of what we had been in - one mile from where we had stayed there was a hotel completely flattened, with debris everywhere...

It was a sombre journey to Hallett Raceway in the morning, but we got in fairly early and obtained a good garage spot in the pits. Now,



if you ever get the chance to run Hallett, grab the opportunity with both hands, it's the tits! The car was very well suited to this track and we wheeled the first session, finishing first in class. It's always a good lunch after you've done this, a great result after a crappy night. The afternoon session was just as good, another →





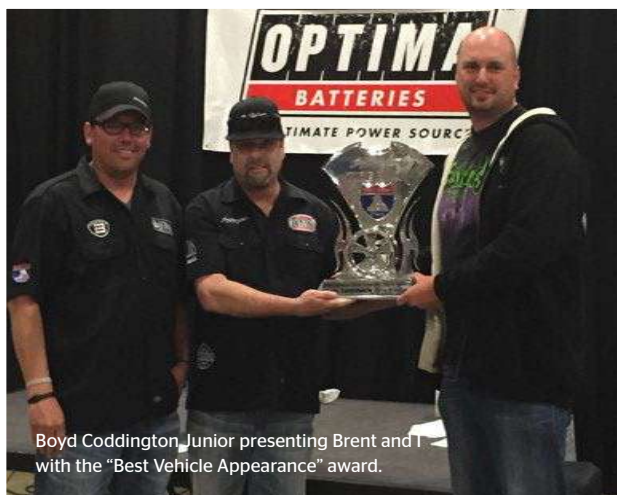
A 10 minute nap is essential through your day, even when using Walmart's car park as a mattress!

first-in-class followed, but with a small problem - the heat on the track was taking its toll on the tyres, and the tread pattern was not looking the same as when we had started the event... Taking it easy on the road legs was now essential in order to finish.

Our next leg to NCM Motorsports Park was 665 miles, not a massive distance but enough to clip across Missouri and Illinois before hitting Kentucky. We kept swapping out after each tank of fuel, and met up with the boys running the wide-bodied 911. Todd Treffert and Tyson Timperley were in a twin-turbo monster that looked like it could suck up innocent by-standers with its induction system. A real brute. We started running the mid-section of the leg together when Bob Knoerzer rang their phone - his

GTR had an oil issue, so we decided to re-route with Todd and Tyson in the 911 to see if we could help.

Finding a set of ramps can be challenging when in the middle of nowhere, even offering a \$300 "backhander" to the local bookworm in a WalMart Tire Center didn't have the desired effect. Then a local said to Bob, "have you tried Boogers Garage?" I figured the place was covered in snot with a name like that and, well, we weren't disappointed! In fairness, it was a working garage, not just a breakers yard, kinda like Darnell's in Stephen King's Christine. The six or so guys that worked there all stayed late and helped with anything Bob required to get his GTR back on the road. We all helped, as this is the real spirit of the One Lap,



Boyd Coddington, Junior presenting Brent and I with the "Best Vehicle Appearance" award.



Lea Croteau, Lea wheeled many of the scenes you viewed in the film "Need For Speed"



A BIG THANKS!

Special thanks to Richard and Aaron at Gas Monkey Garage for hooking us up, Bob Lieu at Continental Tires North America for keeping the car on the road under some harsh conditions, Lucas Oils, Razor Scooters, the Afco Cooling company, Tommy at 360 Wraps for the graphics, Keith and Dan, Ian, Tash and Kyle at Kedan Ltd, Brock Yates and his incredible team plus all the competitors for making us feel welcome yet again. Thanks to the BrenaSpeed Team for getting this car ready and taking time out of your own schedule to make this happen. You guys rock! You built a Monster in two weeks!

The last shout is from me to Brent White. Thanks for letting me knock the back out of your brand new 2015 supercharged Mustang for a week, and never once telling me to slow down! A true gent and a friend.



helping out when the chips are down. It turned out Bob's offside turbo had a cracked housing, letting oil fly out of it under load, so his gig was over.

We left Bob and his co-driver Derek Heim and made our way through Illinois to get some sleep. It was 3am when the 911 developed a fault, and we had two hours to go. That's right, a 5am ETA for this leg with a 7am start. The 911 had lost its engine oil so we stopped on the shoulder and gave Todd and Ty a hand. Luckily we had a case left over of the synthetic that Lucas had blended for us. Ty filled the motor up and we continued at a steady pace. The breather system had developed a fault and it was dumping oil out the motor... or so we thought. We got to our hotel and said we would call each other in the morning to make sure the other had gotten up, after all it was only two hours away. They were up, but the motor oil was covering the parking lot, a cracked crank case was to blame, and they were out. This is a real bitch - they were two events from the end, but this is when you hear people referring to the saying, "Hey, that's One Lap, right?"

The Nissan 370Z was a few points in front of us in class, so we needed the win on this next gig at NCM, a brand new track opposite the Corvette Museum in Kentucky. A great track, seeing triple figures in several places. I tried too hard on the first outing, and spun the Mustang in turn two of the first lap. Brock wasn't happy to say the least, but in my eyes the right pedal to recover from this was the loud pedal. What followed was a quantity of smoke that was clinging to onlookers, wrapping itself around them and dragging them away! Kick ass! I had spun in style and recovered in anger. At least that's how I had seen it... Brock's version was a little different, a bit like Tom Cruise



being given "A lesson in how not to do it" in Top Gun. Either way I hadn't wound up in the wall and still finished third in class for that outing. The 370Z had a great run in the afternoon, and it turns out these boys had run this track a week or so before. I wish I had! And so did Brent...

We headed back to South Bend for the annual drinking of the Friday night finish, all teams sharing stories of near misses and setting new land speed records from the previous week's antics. Now that's a good

(Top) A view through the screen of the 'Stang... in Amish country! (Above left) The Brenspeer crew. (Above right) The end is nigh, it's Beer O'Clock! (Below) Jim Roberts finished third in our class in his very trick C5 Corvette. A quick car, this.

night, and trust me, you're ready for a drink.

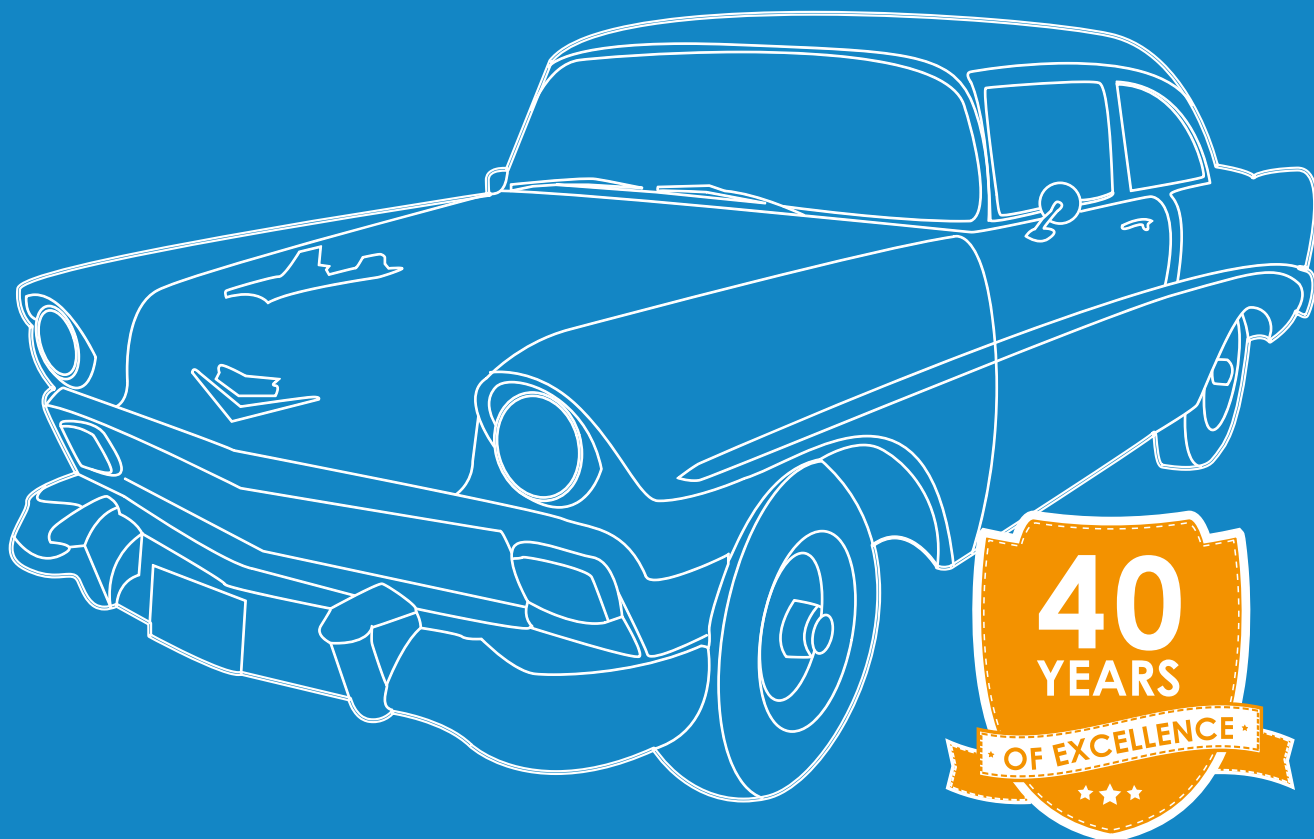
It wasn't until the next morning that I realised my hangover was a little harsh for "just a few beers". I then recalled being offered some "Gummy Bears" the previous night by one of the German competitors. It turns out he had purchased them in Colorado and they were, shall we say, more in keeping with Colorado's alternative youth! Yep, I was in a 2&8!

Saturday morning was the final gig, the wet skid pan. It was midday or so and after a coffee and breakfast we were ready to finish the event, more than ready. I tried desperately to get the points, but alas we were beaten by the 370Z. All we needed was 45 points, but the car Tracey Ramsey and Jason Cange have spent two years developing had beaten us. Well done, guys.

We were tired, the prizegiving came and we accepted our second place with a smile, only to be called back up to accept the Boyd Coddington "Best Vehicle Appearance" award. Boyd Jr gave it to us personally. We were stoked, he loved the look of the car and the design Tommy at 360 Wraps had come up with for the Gas Monkey Graphics. We were done. A 45 minute ride to Brent's house for a party ensued, with a small stop for several cases of Bud on the way back and then meet his local town who all seemed to turn up to his house. A great finish to the ultimate week's racing. Please, look into the One Lap... It's Killer! **ACM**



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Cruise With Views

For the ninth year, the Hot Rods & Hills event shows Cumbria that hot rodding's about more than parking and polishing.

Words: Martin Drake

Photography: Martin Drake, Kev Carrington, Rachel Landsborough

Deep in the heart of Cumbria, the Lake District is one of the most beautiful places to visit and roam in with its vast lakes, woodlands, hills and dales. Not only do you have this at your fingertips to do whatever you want,

there is a little campsite on the shore of Ullswater, a campsite where, once a year, something special happens. If you happen to be visiting Ullswater at this time, your peace will soon be shattered by the rumble of V8s, motorcycles →







and custom cars arriving from far and wide. Why? It's the Hot Rods & Hills.

Craig Dixon with crew Ruth and Chris Constable had laid out another weekend of fun and frolics in the hills, with two cruise-outs planned. The one on the Saturday is one of the longest tests of true streetbilities on the hot rod calendar, over the infamous Kirkstone Pass where the ride up will test your clutch to the max, and your brakes on the way down. Even seven-second cars were taking on the task. Sunday's breakfast run is a little bit more tame, where you can all meet up at Hartside cafe, grab some food, park up and have views right into the Scottish hills on a clear day.

Some participants arrived early, booking in a few days before the main weekend to get a some relaxation before people started arriving from as far afield as London and from the top of Scotland. Park Foot Caravan Park is also a short walk down the shore of Ullswater from the village of Pooley Bridge that has pubs and shops for you to pass the day away before heading back to spend the evening with friends in the clubhouse, dancing the night away to the excellent Black Cat Trio.

The Hot Rods & Hills is growing in strength with each passing year and will only get bigger. It's not your typical weekend; you're not up at daft o'clock polishing your pride and joy to place it →

on a show field; in fact when you wake on Sunday morning the only thing you should do is sit back and take in your amazing surroundings. If you have never been you are missing out on the best weekend the UK scene has to offer, and when you have been, the one thing you will make sure to do is to book time off work the instant you hear the dates for the next Hot Rods & Hills.

Next year marks the Hot Rods & Hills' 10th birthday, and I am sure Craig and his crew are already planning some treats to surprise us all with. One we already know of is that Craig is treating everyone to an extra day - yes, the Hot Rods & Hills will kick off on the Thursday and next year's dates have already been arranged for June 9th-12th. Get yourself there; we sure will be. **ACM**





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Estate Fair

The little slice of the USA that is Americana drifts back to the UK.

Words: Dave Smith Photography: Dave Smith, John Kennedy

Prestwold Hall, a delightful country estate in rural Leicestershire. Well, for 51 weekends of the year it is, but there happens to be an old airfield on site and, on that 52nd weekend, it turns into a State Fair from the American mid-West. For three days and nights the live stages are humming with country, rock'n'roll and rock music, the beer is flowing and the machinery is mighty.

And so it was this year. More than 40 bands graced the stages, from the unknown to the well-loved. There was hardly a moment of the day when you

couldn't have been enjoying some live music, from gentle country to jump-jive to the headbangery of the likes of Quill. The only time it went quiet on the Sunday was when a gunfight broke out at the frontier town of the history reenactment group! I managed to catch half of the set from a young rockabilly trio called The Accidents, who were excellent and definitely one to watch out for.

Car-wise there was the usual dazzling array, with everything from vintage classics to dayvans. A few →





Clearly nobody has told these people (top) that it's apparently now wrong to fly the Confederate flag - I must write to the Daily Mail immediately. If a Fifties Chevy (right) isn't your thing, then how about a Hoop DeVille (far right)? Matt black suits these bruisers perfectly (above left) while the Moonshine boys (centre left) have definitely got a bit of Aaron going on. If it all proved too much, there was always the big trailer selling Hobgoblin (above) and there's nothing not to like about that!





cars really stood out, such as an immaculate Sunliner and a couple of gorgeous 1970 Mopars, a Charger and a Coronet. I didn't envy the jobs of the judges in their judging marquee. I also noticed that many people had driven their American cars miles and miles to the event, then couldn't be bothered to drive them the hundred yards or so from the campsite to the showfield! Why?!

So where was everybody? Numbers seemed to be well down on previous years, and they can't all have been at Dragstalgia. The event suffered from

some unwelcome visitors a couple of years ago, and they showed up again this year, but were turned away at the gate by vigilant staff with help from the local bobbies. A spot of drizzle on the Sunday morning shouldn't have put too many off, especially as it cleared later in the day. Yes, weekend tickets aren't cheap but in terms of what you get for your money, Americana is tough to beat. This year marked Americana's 35th anniversary; for 2016 it would seem some people need a rocket up 'em to remind them of what this show can be. **ACM**





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Past Perfect

Santa Pod's drag racing retrospective shows no signs of slowing down

Words: Dave Smith **Photography:** Mark Butterworth

Nostalgia is big business at the moment. Look at the massive classic racing meets on the calendar - the Goodwood Revival, Silverstone Classic, the NSRA's Nostalgia Nationals and Hot Rod Drags etc. They're among the biggest dates of the year. Santa Pod's Dragstalgia has only been going for a few years but it's already achieved 'must-do' status with a legion of fans, and this year's delivery certainly didn't disappoint.

Held back on the second weekend of July, they were certainly luckier with the weather than several other events have been this year, but the sun shines on the righteous... There was the usual mix of Run What You Brung and championship racing, and with a general pre-1980 cut-off and RWYB by pre-entry, there was a genuinely class field.

There were a couple of new old cars debuting ... like the brand-new ➔









Sixties-style slingshot from Jon Webster, Hephaestus, which took everyone's breath away upon sight, and then again when a wild launch caused the front wheels to point skywards before crashing down and tagging the rails. Fortunately nobody was hurt and the car was repairable. Small consolation was the Wheelstand Of The Weekend award from Santa Pod!

Between the on-track action, the off-track two-day NSRA Show'n'Shine and Saturday spectaculars like the Fire Burnouts and the Cacklefest - which included a couple of nitro cars, and nothing cackles like nitro - the

Nostalgia Cannonball, Super Stock and live music in Fueler's Bar until late, it was the perfect weekend... right up until the biblical deluge on Sunday afternoon that saw everyone scarpering for shelter and the event organisers calling early closing.

On the whole, it was a tremendous weekend that everyone concerned had been building up to for weeks beforehand, and are still talking about weeks later. It'll definitely be back for next year, so keep your eyes on the calendars and start wondering how on earth Santa Pod can top the previous events. **ACM**

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Three Into One

The annual pilgrimage to muscle car Mecca saw the pilgrims packing a whole weekend into one day.

Words & photography: Dave Smith

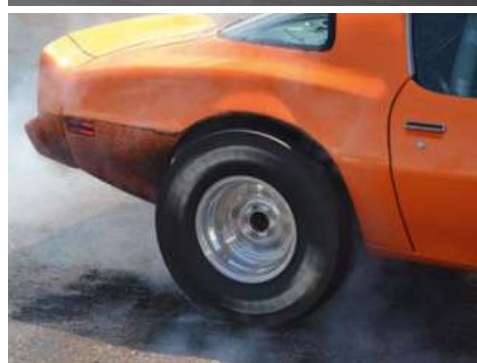


I always look forward to the Mopar Euronationals, and this year's promised to be an absolute belter for muscle car fans. Not only was there the usual contingent of mighty muscle, but also some of the hottest doorslammer action you could hope to see with Top Sportsman and the

Gasser Circus in competition, plus the ultimate: Pro Mod. Yes, the fastest doorslammers in Europe were out for a round of MSA competition. Add the other favourites into the mix, such as live music, the big Friday cruise-out, the monster burnout competition and huge show'n'shine corral, and those

hard-working Euronats organisers had an unbeatable weekend planned. Nothing could go wrong...

... except the one variable that nobody can control. British Summer Time. With all-day drizzle on the Friday, the proposed RWYB and qualifying sessions had to be cancelled and half →





You can rely on the really hot Mopars coming out to play at this event, such as Kirsten's Suzi Q Cuda (top centre) and this breathtaking twin-turbo monster (top left) with six-second potential... and it's street legal! This nitrous-assisted Pro Mod Viper (right) didn't hang around, either. I was sorely tempted by this Plymouth Sport Satellite station wagon (top right) which was for sale. Des Taylor's Motown Gold Nova (far right) suffered some damage off the track, but thankfully Des is okay. Perfect patina Galaxie (right centre) was just perfect as it was.





a million horsepower sat in the pits waiting for a break in the weather that never came. People who had travelled hundreds of miles, some from across the continent, got to test nothing more than their tents' and pits' ability to withstand constant British rain. It did, however, afford plenty of time for pit wandering and chit-chat, and the realisation that you were in one of the friendliest places you could be.

When Saturday came, though, you could have been on a different planet - it was the polar opposite of the previous day. The sun was out, and so was everyone else, all determined to make up for a day hiding from the weather. All day long, the pairing lanes were packed and, with the track having been prepared for the 2,000bhp-plus assaults from the Pro Mods, traction was rarely an issue. There was everything running from street cars giving it the whole nine yards, to a diesel-powered truck running low →



Mopar Euronationals Winners 2015

BEST IN SHOW

1970 Dodge Challenger R/T 440 Six-Pack - Len Lucas

WINGED WARRIORS

1970 Dodge Coronet R/T Convertible - Martin Savill

PARTICIPANTS' CHOICE

1970 Plymouth Cuda 440+6 - Gavin Shaw

MODERN MUSCLE

2015 Dodge Challenger R/T - Jerry Lindsey

BEST FORD

1970 Ford Mustang Mach I - Richard Ward

BEST GM

1963 GMC Suburban - Dean Inskip

TOP THREE

1968 Plymouth Roadrunner - Richard Brezinski

1969 Dodge Charger R/T - Matt Atherton

Dodge Ram SRT-10 - Karl Martin

CA CAR OF THE YEAR

1970 Plymouth GTX - Bill Billadeau

MMA AWARDS

PAUL WORROW

MEMORIAL TROPHY

Mick Meakin, Dodge Dart, 10.29 sec

MMA ANNUAL TROPHY

Simon Fann, 2006 Dodge Charger Police Car

PRODUCTION MOPAR

Dave Billadeau, 1966 Dodge Coronet, 11.96 sec

MODIFIED PRODUCTION

Mick Deakin, Dodge Dart, 10.297 sec

KING OF STREET

Bri Wood, 1969 Dodge Coronet, 10.294 sec

UNLIMITED KING OF STREET

Cliff Turner, Dodge Dart, 9.444 sec

FASTEST NITROUS CAR

Dodge Viper, Rick Garrett

BEST WHEELIE

Kirsten van Croonenborgh, Suzi Q Cuda

FASTEST MOPAR

Robert Joosten, Cuda Pro Mod

TOP QUALIFIERS

MSA PRO MODIFIED

Robert Joosten, 6.205 @ 232mph

UK TOP SPORTSMAN

FAST BRACKET

Nick Curtis, 9.6082 @ 119mph (on 9.60 dial)

UK TOP SPORTSMAN HEADS-UP

Rick Garrett, 6.474 @ 214mph



eights, to a fresh-out Road Runner with a four-figure power output doing some low-10 shakedown runs until the bonnet went soaring into the air at the top end. I did feel for the guy, that paint was breathtaking.

The Show'n'Shine arena, usually the preserve of the Sunday crowd, was jammed with machinery that proves quite what an intense following Mopar muscle has. That's not to say it was all Pentastar machinery - there was something for everyone, and if you couldn't find something that made you dribble then you were clearly at the wrong event.

The track action was intense, and continued right up to the 8pm curfew at which point everyone made a break for the bar. The place was packed out and everyone had a smile on their face right into the early hours. It's amazing the difference a day of sunshine and damn good racing can make.

Sunday was another day of rain. It started 10 minutes before the track was due to open and never really let up all day. By noon, the event was called and almost everyone had set off for home. You had to feel for the Santa Pod crew and the Mopar Euronats organisers who, between them, had laid on what should have been a full weekend that people would remember with awe for a long time to come. Still, at least they managed to condense as much of a superb three-day event into one day as they possibly could. And we'll be back... on July 29th to 31st, 2016! **ACM**

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Class Warfare

Flaming June was flaming hot for one of the biggest Sportsman drag racing meets on the calendar.

Words & photography: John Kennedy

With the season in full swing, the Summer Nationals arrived along with some of the warmest weather I can remember for this event. The 30 minute drive to Santa Pod was hot and sticky and worthy of the air-con being set to freeze. Friday's test and tune session saw many vehicles take to the track, some favourites plus a few new cars, but sadly a few didn't make it out of the pits for qualifying after the shakedown.

Early Saturday morning, the temperatures were already hitting the

high 20s. The large crowd attracted by the blue skies and sunshine were keen to watch some amazing racing, and they weren't disappointed. Track conditions were tricky to judge for many teams, with the tarmac sticky enough to pull your shoes off, so grip wasn't going to be a problem. Sunblock and hats were essential requirements, though!

The track heat was causing problems for the crews as high temperatures affect the airflow into the engine, thus cutting the performance, while dense cooler air makes for better →





WINNERS TABLE

Here's the official winner's list from all classes, courtesy of Santa Pod Raceway

MSA PRO MODIFIED

Winner: Kev Slyfield
Runner-up: Bert Englefield

NOSTALGIA FUEL CAR CHALLENGE

Winner: Tim Garlick
Runner-up: Nick Davies

COMP ELIMINATOR

Winner: Robin Orthodoxou
Runner-up: Kev Perkins

SUPER PRO ET

Winner: Simon Gough
Runner-up: Rene Ehrismann

PRO ET

Winner: Tim Stanbury
Runner-up: Lee Huxley

SPORTSMAN ET

Winner: Craig Wright
Runner-up: James Forster

SUPER COMP

Winner: Paul Watson
Runner-up: Pete Creswell

SUPER GAS

Winner: Stu Doignie
Runner-up: Collin Morrice

SUPER STREET

Winner: Karen Stevens
Runner-up: Matthew Seamarks

JUNIOR DRAGSTER

Winner: Lottie Bradford
Runner-up: Saskia Fensome Jell

TOPSPEED AUTOMOTIVE STREET ELIMINATOR

Winner: Mark Todd
Runner-up: Stu Williams

OUTLAW ANGLIA

Winner: Cliff Griffin
Runner-up: Colin Millar

WILD BUNCH

Winner: Terry Clifford
Runner-up: Phil James

VW SPORTSMAN

Winner: Ed Keech
Runner-up: Thomas Herbert

VW PRO

Winner: James Hodson
Runner-up: Phil Norman



combustion resulting in higher performance. That said, there were many personal bests still appearing on the time sheets with plenty of jumping and high-fives from the crews back at the start line when their race cars made it past the gantry.

Sunday morning was a shock to the system as the mid-20s were replaced with temperatures more akin to an Autumn morning! As per usual, Ian Marshall and the crew worked their pants off getting the track dried out, and in what seemed to be record time the track crew had the track dry with racing starting around midday. My sun dance paid off, though, as shortly after racing started the sun made an appearance and stayed with us all day. Racing was fierce and competitive as you'd expect with all classes making some great runs. **ACM**



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Outlaw Street

2015 Race Series: Rounds OS-3 & 3B



Words: Mark Wallington Photography: Callum Pudge



Wow, what can we say? Yet another amazing Dragstalgia, full credit to the Santa Pod team who've created a truly amazing event. Outlaw Street has attended and supported Dragstalgia right from the very start and it's a firm favourite on every member's calendar. We ran 14 cars across the weekend, all pre-1980 and all showcasing the vast selection of members' vehicles, ranging from big-block supercharged Seventies Camaros to small-block powered 105E Anglias, Sixties American muscle cars including Pontiacs, Camaros, Mustangs, Barracudas and Chevelles to English tin such as MkII Escorts.

With time slots across the two days we were able to time-match members for some real heads-up racing, pitting the muscle cars against each other: OS-3 Andy Blackett in his '67 Camaro vs OS-6 Stephen Moule in his 502-powered Chevelle; OS-69 Gary Semper in his '69 Pontiac vs OS-67 Clive Dandridge in his newly acquired 302 powered '67 Mustang; OS-27 Trudy Slater in her Cosworth-powered Morris Minor vs OS-65 Carl Porter Smith in his small-block Chevrolet-powered 105 Anglia, trying to see if he could beat Trudy whilst learning the new car.

All of this made for some of the best racing this season, with several members setting new PBs including OS-50 Roy Collins in his supercharged BBC Camaro, who broke into the nines with a 9.28 @ 145mph. Sadly rain stopped play on Sunday, but roll on Dragstalgia 2016.

OS-3B is for all those members with post-1980 cars who can't enter Dragstalgia. Due to OS-3B running the weekend prior to the OS-4 Mopars round, timing was tight and quite a few members decided to take OS-3B as their 'holiday round' and miss it hoping to catch the points up later in the season, a very brave and probably not very wise move. Six cars made it out to race with a number of members going along to spectate. OS-18 Vic Fisher was out for the first time this season in his freshly modified late-model Mustang along with OS-10 Troy Antree in his LS1 powered Camaro who somehow managed to squeeze 11 runs in. Rob Leyman made the long trip from Somerset with his turbocharged LS1 Monaro but unfortunately spent the weekend fighting heat issues with the giant turbos under the hood. OS-31 Nick Rose was back with his supercharged late-model Mustang hoping to iron out the gremlins he'd suffered at OS-2 and start to claw his way up the points ladder. Despite a number of oil-downs across the weekend the track staff did a sterling job as always to keep things running.

The top points scorers of OS-3 / 3B were:

1	OS-31	Nick Rose, late-model Mustang	220 points
2	OS-45	Kevin Shepperson, RS2000 Escort	219
3	OS-56	Doug Harwood, supercharged Barracuda	216
4	OS-3	Andy Blackett, 1967 Camaro	211
5	OS-10	Troy Antree, LS1 Camaro	210
6=	OS-6	Stephan Moule, 502 Chevelle	209
6=	OS-14	Kline Demaine, Chevrolet powered Capri	209



As a joint round it's the winner of the Fastest Reaction Time from across the two rounds that secures the Joe & Co RT Trophy and prize money. With only 0.06 of a second between the top three I'm guessing a few folk have been practising since last season!

The top six RTs of OS-3/3B were:

1	OS-69	Gary Semper, 1969 Pontiac Firebird	0.0642 RT
2	OS-27	Trudy Slater, Morris Minor	0.0783
3	OS-46	John Latham, PT Cruiser	0.128
4	OS-10	Troy Antree, LS1 Camaro	0.155
5	OS-44	Linden Shepperson, MkII Escort	0.2213
6	OS-45	Kevin Shepperson, RS2000 Escort	0.2334

New for 2015 is the WASP Improvement Award, awarded at every points round to the member with the biggest ET improvement from the previous round. Any member can win regardless of whether their car runs 17s or 7s as it's about how much they can improve their own ET. The award is a £25 WASP parts voucher to help buy parts to go even faster.

The winner of the OS-3/3B WASP Improvement Award was OS-31 Nick Rose in his supercharged Mustang with an improvement of -3.940 seconds.

With three rounds of the 2015 series now gone and five remaining there's a lot at stake, especially as quite a few members took OS-3/3B as a holiday round.

2015 League Table as of OS-3/3B

1	OS-56	Doug Harwood, Barracuda	466 points
2	OS-45	Kevin Shepperson, RS2000	458
3	OS-3	Andy Blackett, 1968 Camaro	451
4	OS-31	Nick Rose, supercharged Mustang	448
5	OS-14	Kline Demaine, Chevrolet powered Capri	445
6	OS-9	Rob Leyman, Monaro	444

The next round of Outlaw Street, OS-4, took place at Santa Pod's Mopar Euronationals. Stay tuned, or if you'd like more information about the series visit www.outlawstreet.co.uk.

"American Graffiti" - Ian Guy - motoringartist.com



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Please send any remaining 2015 event details to us at: American Car Magazine, The Outlook, 6 Sansome Walk, Worcester WR1 1LH or email: editor@americancarmagazine.com Likewise your cruise meets for the Monthly Meetings section.

August

August 26th - Junior Drag Racing Fun Day, Santa Pod, Northants, 01234 782828, santapod.com

August 28th-31st - NASC Street Rod Nationals, Trinity Park, Ipswich, rodandcustom.co.uk

August 29th-31st - APIRA Open Sport Nationals, Shakespeare County Raceway, Stratford, 01789 720180, shakespearecountyraceway.com

August 30th - CanAmania, Julians Rd, Wimborne, Dorset, www.canamcarclub.org.uk

August 30th-31st - 5th Hot Rod Reunion inc A/SS & RWYB, York Raceway, yorkraceway.org.uk

August 31st - Buster Lang's, Morden Park, Morden, Surrey, busterlang.co.uk

August 31st - Cars & Stripes Autofest, Rockingham, Corby, Northants, 01536 500500, rockingham.co.uk/cars-stripes

August 31st - Victory Wheelers Hot Rod, Custom and American show, Stansted House Estate, Hampshire PO9 6DX, show cars 9am, public 10am, victorywheelers.co.uk

September

September 2nd - Hot Rod End Of Summer Riot, Ace Cafe, London NW10, 0208 961 1000, ace-cafe-london.com

September 3rd-6th - FIA European Finals, Santa Pod, Northants, 01234 782828, santapod.com

September 5th-6th - Kustom Kulture Blast-Off 6, Lincolnshire Showground LN2 2NA, kkbo.co.uk

September 6th - 60 Years of the '55 Chevy, Classic American Day, Brooklands Museum, Surrey, brooklandsmuseum.com

September 11th-13th - NSRA Hot Rod Drags, Shakespeare County Raceway, Stratford, 01789 720180, shakespearecountyraceway.com

September 11th-13th - Goodwood Revival, Goodwood, Sussex, 01243 755055, goodwood.co.uk

September 12th - RWYB, Santa Pod, 01234 782828, rwyb.com

September 18th-20th - AACUK Autumn Nationals, Drayton Manor Park, Tamworth, Staffs B78 3TW, american-auto-club.co.uk

September 19th-20th - National Finals, Santa Pod, Northants, 01234 782828, santapod.com

September 19th-20th - Isle of Wight Charity Classic Car event, Newport Quay Saturday, Ryde Esplanade Sunday. Exhibitors must pre-book, 0208 439 7871

September 19th-20th - RWYB (19th), UK Northern Finals inc A/SS & RWYB (20th), York Raceway, yorkraceway.org.uk

September 25th-27th - YANCS American, Rod & Custom show, Fort Paul, near Hull HU12 8FP, 01709 542555, 07787 915081, yancs1@yahoo.co.uk

September 26th - Saturday Night Special RWYB, Santa Pod, 01234 782828, rwyb.com

September 26th-27th - RWYB Public Track Weekend, Shakespeare County Raceway, Stratford, 01789 720180, shakespearecountyraceway.com

September 26th-27th - Sywell Classic, Sywell Aerodrome, sywellclassic.co.uk

October

October 3rd - RWYB, Santa Pod, 01234 782828, rwyb.com

October 10th - RWYB, Santa Pod, 01234 782828, rwyb.com

October 10th-11th - RWYB Late Autumn Madness Public Track Weekend inc Super Gamblers, Shakespeare County Raceway, Stratford, 01789 720180, shakespearecountyraceway.com

October 11th - Judgement Day RWYB, York Raceway, yorkraceway.org.uk

October 24th-25th - Halloween Bonfire Burn-up RWYB, Shakespeare County Raceway, Stratford, 01789 720180, shakespearecountyraceway.com

October 24th-25th - RWYB inc Saturday Night Special, Santa Pod, 01234 782828, rwyb.com

October 25th - Rat Rod Review, Ace Cafe, London NW10, 0208 961 1000, ace-cafe-london.com

October 31st - Flame & Thunder, Santa Pod, Northants, 01234 782828, santapod.com

November

November 1st - RWYB, Santa Pod, 01234 782828, rwyb.com

November 7th - Fireworks Frenzy, Santa Pod, 4pm-7pm, santapod.com

November 13th-16th - NEC Classic Motor Show, NEC,

Monthly Meets

Every Tuesday - Petrolhead meet @ Witham and Blues, Boston, Lincs, PE22 7AJ, www.withamandblues.com

Every Sunday - National Can Am car club, 2pm, The Viewpoint, Parkstone, Poole, Dorset, www.canamcarclub.org.uk

1st Tuesday - Black Country Cruisers, 7.30pm, The Greyhound Inn, Swindon near Wombourne, 01384 287243, www.blackcountrycruisers.co.uk

1st Wednesday - Hot Rod Night, 6pm on, Ace Café NW10, 0208 961 1000, www.ace-cafe-london.com

1st Wednesday & 3rd Wednesday - American Auto Mags Cruise, The Hollow Tree, off A49 Stretton WA4 4LX, 01606 888324, www.americanautomags.com, during British Summer Time ONLY!

1st and 3rd Wednesday - The Victory Wheelers meet, The Plough, Portsmouth Road, Bursledon, Southampton SO31 8BT

1st Sunday - V8 Mentalists Breakfast Meet, The Coach House, Chelsham Common, Warlingham, Surrey CR6 9PB, 07950 258704

1st Sunday - AACNW Big Meet, 10am on, Krispy Kreme Trafford Park, behind Trafford Centre, 0161 865 7684/01744 609404

1st Sunday - Goodwood Breakfast Meet, Goodwood, W Sussex (NOT July or September) www.goodwood.com/breakfastclub

1st Sunday - Boneshakers SE, The Barley Mow, Selmeston, E. Sussex BN26 6UF, 07541 524430 or 07738 374905

2nd Wednesday - UK Street Machines, The George Inn, Main Rd, Wilby, Wellingborough NN8 2UB, www.ukstreetmachines.com

2nd Saturday - Big Moe's Diner, A13 Newham, London IG11 OAD, [www.bigmoesdiner.co.uk](http://bigmoesdiner.co.uk)

3rd Monday - National Can Am Car Club, 7.30pm, Old Thatch, 285 Wimborne Rd West, Ferndown, Dorset BH21 7NW, www.canamcarclub.org.uk

3rd Wednesday - The Bowling Green, Lichfield, Staffs, 7pm on

3rd Wednesday - The Head Gas Gits, North Star pub, Iwer, Bucks SLO 9AL, www.facebook.com/groups/headgasgits

3rd Friday - The Pebble Dash, Roedean Cafe, Marine Drive, Brighton BN2 5RL, 7.30pm on, see Facebook

3rd Sunday - Burnout Auto Club, meet 3pm, Wrey Arms, Sticklepath, Barnstaple, Devon, 07973 471125 or see Facebook

3rd Sunday - Fairmile Pub, Portsmouth Road, Cobham, Surrey KT11 1BW, 07802 166957

3rd Sunday - American Auto Mags Lunch Cruise, The Hollow Tree, Cheshire WA4 4LX, 11am on, winter months ONLY! 01606 888324

Last Wednesday - Woody's Hot Rod & Classic Meet, Woodland Waters, Grantham, Lincs NG32 3RT, Facebook "Hot Rod night at Woody's Bar"

Last Friday - National Can Am car club, 7pm, McDonalds, Wessex Gate Retail Park, Creekmoor, Poole, www.canamcarclub.org.uk

Last Saturday - All American Cruise-In, 4pm on, Ace Café NW10, 0208 961 1000, www.ace-cafe-london.com

Last Saturday - Chelsea Cruise, Chelsea Bridge SW8 4NG from 8pm, Derek 0208 765 1381

Last Saturday - Knights CC cruise, St James Retail Park, Knaresborough, N Yorks HG5 8PZ, March - September

Birmingham, 0871 230 1088,
necclassicmotorshow.com

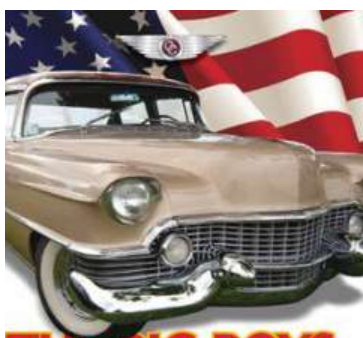
November 13th-16th - Rhythm
Riot, Pontins Holiday Centre,
Camber, Sussex, 0208 566 5226,
rhythmiriot.com

When: September 2015
What: Superb weekends
Where: Everywhere!

It's September. Unofficially,
summer is over. Boooo. But does
that mean there's nothing left to
do? Not on your Nellie; some of
the most popular events on
the calendar live in the four big
September weekends.

Let's start with a mid-weeker - the
Ace Cafe's End Of Summer Riot on
Wednesday 2nd, always a busy bash
at the iconic NW London venue,
ideal for those who've recovered
from bank holiday weekend.

The following day sees the start
of the biggest drag strip event
of the year, the FIA European
championship decider, Santa
Pod's Euro Finals. If you've never
seen the spectacular fury of cars
accelerating to 300mph-plus
in under four seconds over just
1,000ft, nothing can prepare you.
This is where all the big boys (and
girls) come out for the make-or-
break last-ditch championship
points runs. If you fancy something
a bit more Kultured, then
Lincolnshire showground is the
place to be for ink, iron, lowbrow
art, music, pinstripping and more
than you can shake a Tiki stick
at - the Kustom Kulture Blast Off.
Meanwhile, down at Brooklands
Museum on Sunday 6th, the UK Tri
Chevy Group are hosting the 60th
birthday celebrations for the ever-
popular '55 Chevy. They have their
own dedicated area of Brooklands'
Classic American day event, and
Tri-Chevy owners will be attending
from all over the UK in everything
from four-door six-pots to eight-
second street/strip monsters. All
American vehicles are welcome.



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EXTRAVAGANZA IN 2015**
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SUNDAY 20 SEPTEMBER RYDE ESPLANADE

2016

January 14th-17th - Autosport
International, NEC, Birmingham,
autosportinternational.com

April 30th-May 1st - Atomic

Festival, Sywell Aerodrome,
Northants, atomicfestival.co.uk

June 9th-12th - Hot Rods & Hills,
Pooley Bridge, Cumbria, search
Facebook Hotrods And Hills

July 7th-11th - Americana
International, Loughborough, Leics,
americana-international.co.uk

July 29th-31st - Mopar
Euronationals, Santa Pod, Northants,
01234 782828, santapod.com



The weekend of the 12th to
13th is home to two other events,
similar in nature if immersing
yourself in the world of rose-tinted
days gone by is your bag - pick
from the highbrow Goodwood
Revival for gentleman racers,
or the NSRA's Hot Rod Drags at
Shakespeare County Raceway.
Both extremely entertaining, but
you can't turn up to Goodwood
with your pre-1973 car and have a
go on the track...

The following weekend is
the 19th and 20th, with the
finals for the UK sportsman
classes happening at Santa
Pod's National Finals, while York
Raceway hosts the finals of its
own sportsman classes, which
include the mighty American
Super Stock. The AACUK will
be hosting their season-closing
autumn event at the popular
Drayton Manor venue, while,
across the water in the Isle
of Wight, there's a new kid
on the block. The Classic Car
Extravaganza usually sees
hundreds of cars gathering, but
the organisers wanted to see
more American machinery on
site. The event is at Newport
Quay on the 19th and Ryde
seafront on the 20th, and all
money raised goes to the Air
Ambulance and Mountbatten
Hospice. So what are you waiting
for? It's free, but exhibitors MUST
pre-enter, so call Victor on 0208
439 7871.

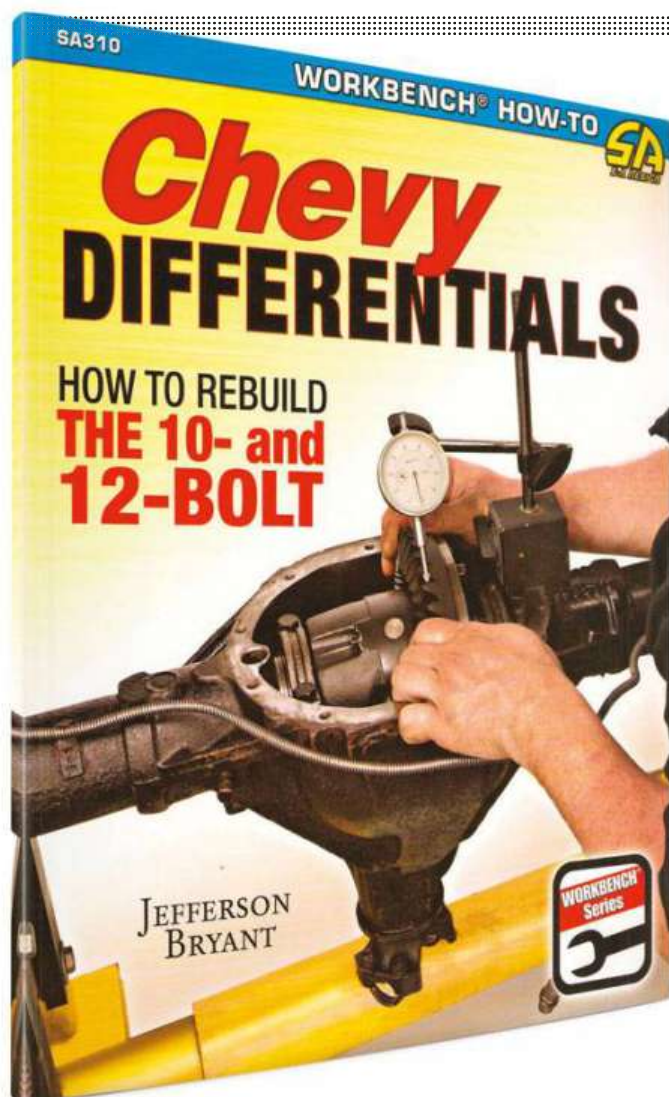
Even the last weekend of
September, the 26th and 27th,
is brisk, with the YANCS crew
taking over Fort Paull in Hull
for their last big weekender of
2015, a late-night Saturday Night
Special at Santa Pod and RWYB
at Shakespeare County, and
all rounded off with the Sywell
Classic at Sywell Aerodrome in
Northants. If you like wings and
wheels then there's action in the
air as well as on the tarmac in
this all-comers classic events. Get
busy! Winter's on its way...



BookReviews

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Mustangbooks.com; VW-DIY; and, of
course, Amazon or The Book
Depository online.



Chevy Differentials - How To Rebuild The 10- and 12-Bolt

Author: Jefferson Bryant **Published by:** CarTech **Price:** £21.99

Wow. This is an incredibly involving tale, completely immersing the reader in the highest echelons of a wild medieval world where loyalty can be bought, violence and brutality are commonplace and the truth is a rare coin, with a healthy dose of mythology and the occult thrown in plus a constant undercurrent of dark, often incestuous, sexual tension. You'll find it hard to stop reading as the plot twists come thick, take over and shocking, honour is questioned and ...

Oh, hold on. I'm thinking of A Game Of Thrones, here. Sorry. No, this is a book about differentials, and it's hard to imagine a subject that would be more difficult to make sexy and exciting. The Chevy 10- and 12-bolt axles are still considered the poor relation to Ford's invincible

nine-inch, but they're still pretty tough and very common, and anyone thinking of tackling a rebuild needs to read this first. There's loads of good information here: facts, figures, identification and options, plus the crucial set-up. There's also a lot of stuff in here that I would have classified as "other guff", stuff that's worthwhile reading but slightly left-field, that I wasn't expecting to find - pieces on how to build a dummy axle for width-checking and how to install ladder bars.

Otherwise, there's clear information, clear photographs, and it's well laid out and useful if occasionally repetitive. However, if it's excitement and intrigue you're after I'd suggest A Game Of Thrones might be a better bet.

The Essential Buyer's Guide - Ford Mustang 2005-2014

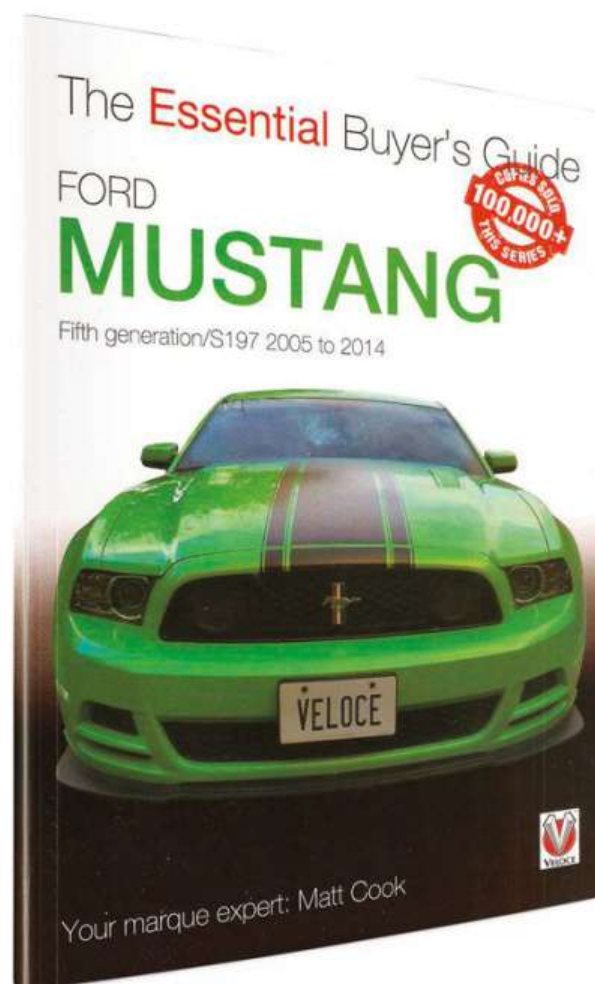
Author: Matt Cook **Published by:** Veloce Publishing **Price:** £12.99

Here's a pocket-sized book at a pocket-money price that could save a potential Mustang buyer from being clobbered in the ... erm, pocket. Veloce have published a series of these little buyer's guides - including one from the same author on the first-generation Mustang - that are ideal for taking with you when you go to view a S197 Mustang. Aside from the usual checks you should apply to any used car, it points out areas you should be paying extra special attention to, and lists check areas under subheadings that also provide you with a little scorecard. Tot up the score at the end of the inspection and you can see whether the car actually meets your standards or not.

It touches on options packages and special editions such as the Boss and Shelby, and there's a specifications section at the back to help prevent you falling at the first hurdle (e.g. by buying a car that's an inch too wide for your garage!). The only problem I

found was that the information was too condensed. I understand that the point of the title is that it's a pocket-sized, 66-page book with bullet-point information, but some items were just too short. For instance, the earlier UK lighting conversion was known to cause problems with the Smart Junction Box on these Mustangs, and the author says it's something to watch out for, but he doesn't say how to spot it or what you can do about it if you do.

Either way, when you're going to view your dream Mustang and your heart is shouting, "Mustang! Shiny! Vroom, vroom!" and there's a little voice in your trousers saying, "Mustang! Do burnouts!" this book will at least help you keep your head anchored in reality. There are lemons out there, and you don't want to be the meringue that ends up with one. Let's face it, this book is likely to cost you 0.1% of the purchase price of your proposed Mustang. Don't you think it might be worth it?



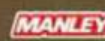
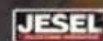
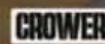
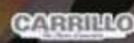
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01953 601410, www.ultimatespares.co.uk

Mick Wilkes, Wacky Racers, 01384 571571

Steve Trice, USAutomotive,
01234 273155, www.usautomotive.co.uk

Words: Dave Smith

Chevrolet Nova, 1962-1974

Chevrolet's answer to Ford's compact 1960 Falcon was created in double-quick time, from the first brief in 1960 to '62 Chevy II models rolling off the production line in August 1961. The quirky Corvair hadn't been the success they'd hoped for, but the Chevy II was as conventional as possible. They came as a two-door coupe, four-door sedan, station wagon and convertible, the top trim level being the Nova 400. They were unibody bodysells, with engines ranging from the Iron Duke four-pot to the straight six, but it wasn't long before people were dropping small-blocks into them.

The Chevy II Nova SS was introduced in '63, still with a straight six, and it would be 1964 before a true factory V8 was offered. The following year, they made a proper, compact muscle car with the 300bhp 327-cube Nova SS. They were restyled for 1966, although the impending Camaro stole much of the Nova SS's thunder. For 1968, they were completely restyled to look similar to the Chevelle and GM began phasing out the Chevy II name in favour of just Nova. They were almost the same size as a Chevelle, too, and the Nova SS could be bought with the 396 big-block, though oddly enough, this capable and handsome car was initially a bit of a flop sales-wise. It carried on little-changed into the Seventies, and in 1971, sibling brands

made their own versions - the Buick Apollo, Oldsmobile Omega and Pontiac Ventura. The excesses of the muscle car dribbled away and the realities of the smog decade bit hard, though sales picked up greatly in 1973 and 1974 with the big-bumper, hamster-cheeked look.

Chevy's little Nova has long been ignored in favour of the Camaro and Chevelle, but seems to have gained a long-overdue following more recently. Is it well-deserved, or will it always be the poor relation? We asked Martin at Ultimate Spares, Mick at Wacky Racers and Steve at USAutomotive.

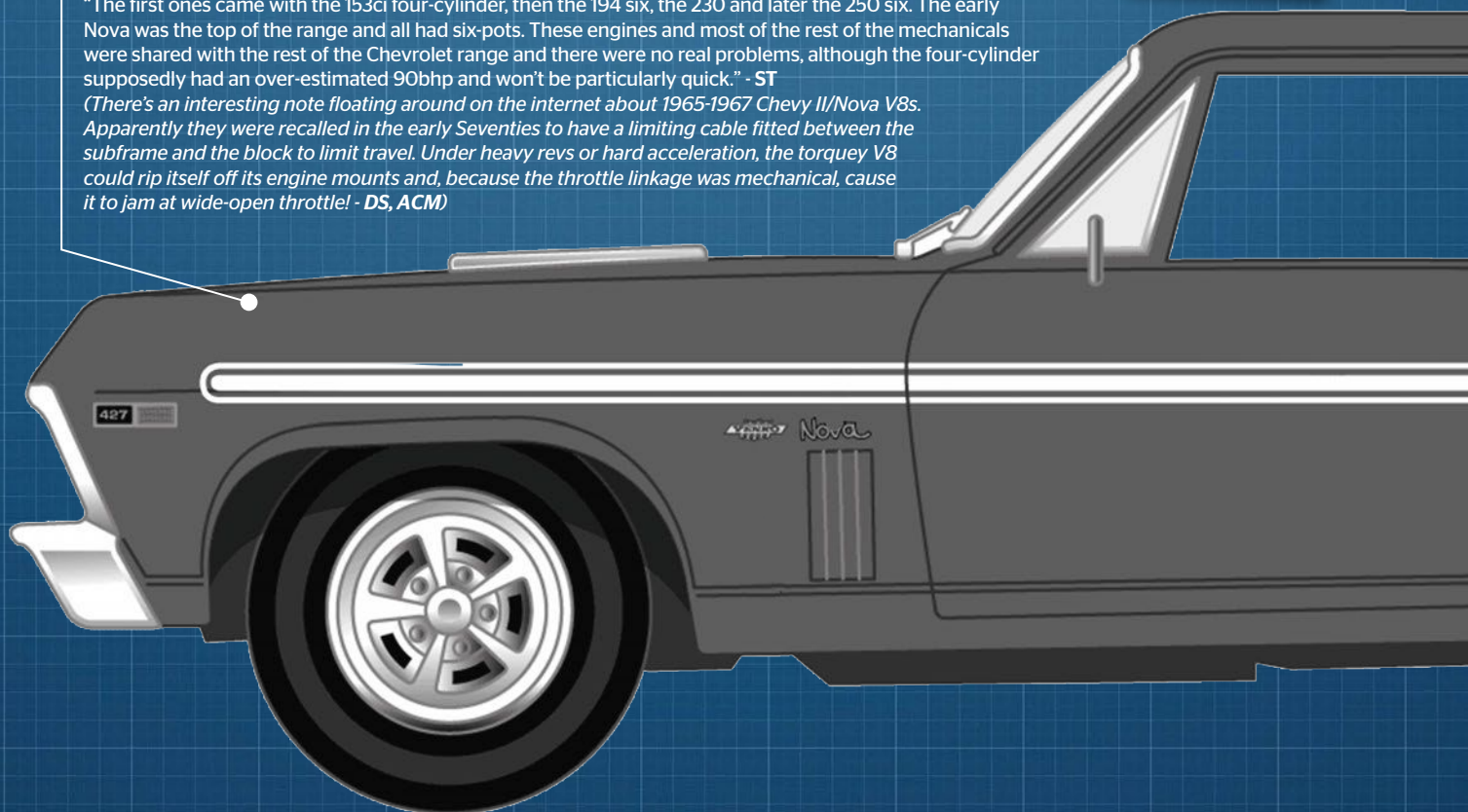


"The early base engine was the Iron Duke four-cylinder, which was not the most excitable engine and usually found in really basic models with few options. The next engine up was the straight-six, and GM made millions of them. They're a great old plodder and will hoof along all day and all night. The 327 and 350 small-blocks are the most desirable. The later 307 was never popular as you could never seem to wring the same power out of them, but other than that you can't go wrong with a small-block. Big-blocks are already very pricey." - MM

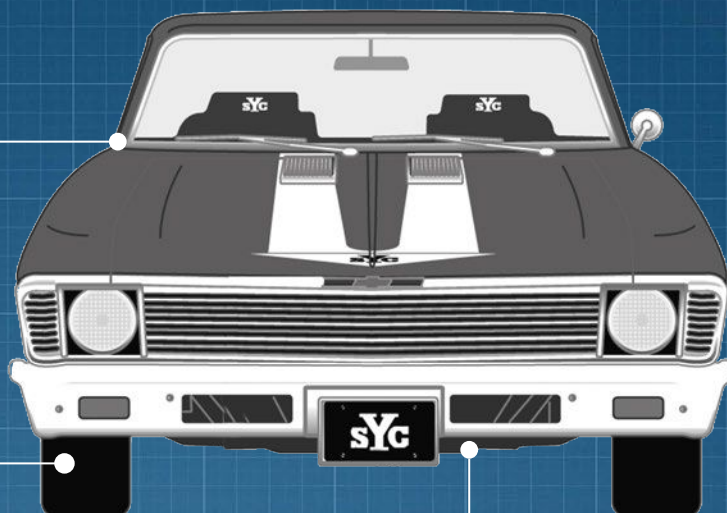
"You can transplant a big-block into these, but, as mentioned before, the earliest models were very lightweight so the car would be very nose-heavy and a lot of chassis bracing would be needed. They're a popular choice for street/strip cars and Pro Touring, and you can buy a lot of off-the-shelf upgrades for them now." - MW

"The first ones came with the 153ci four-cylinder, then the 194 six, the 230 and later the 250 six. The early Nova was the top of the range and all had six-pots. These engines and most of the rest of the mechanicals were shared with the rest of the Chevrolet range and there were no real problems, although the four-cylinder supposedly had an over-estimated 90bhp and won't be particularly quick." - ST

(There's an interesting note floating around on the internet about 1965-1967 Chevy II/Nova V8s. Apparently they were recalled in the early Seventies to have a limiting cable fitted between the subframe and the block to limit travel. Under heavy revs or hard acceleration, the torquey V8 could rip itself off its engine mounts and, because the throttle linkage was mechanical, cause it to jam at wide-open throttle! - DS, ACM)



"On the pre-1968 models, the front subframe bolts up horizontally to the base of the bulkhead so the bulkhead is under a lot of stress and can rust and crack. Aftermarket subframe kits offer bracing bars that run from the front of the subframe up to the top corners of the bulkhead, but they can rot there, too! Later models used a longer front subframe that stretched under the floorpan, like a Camaro. The recesses for the front and rear screens are also common rot points, and if the corners of the screen have gone cloudy then it's a good bet there's rust behind them." - MW



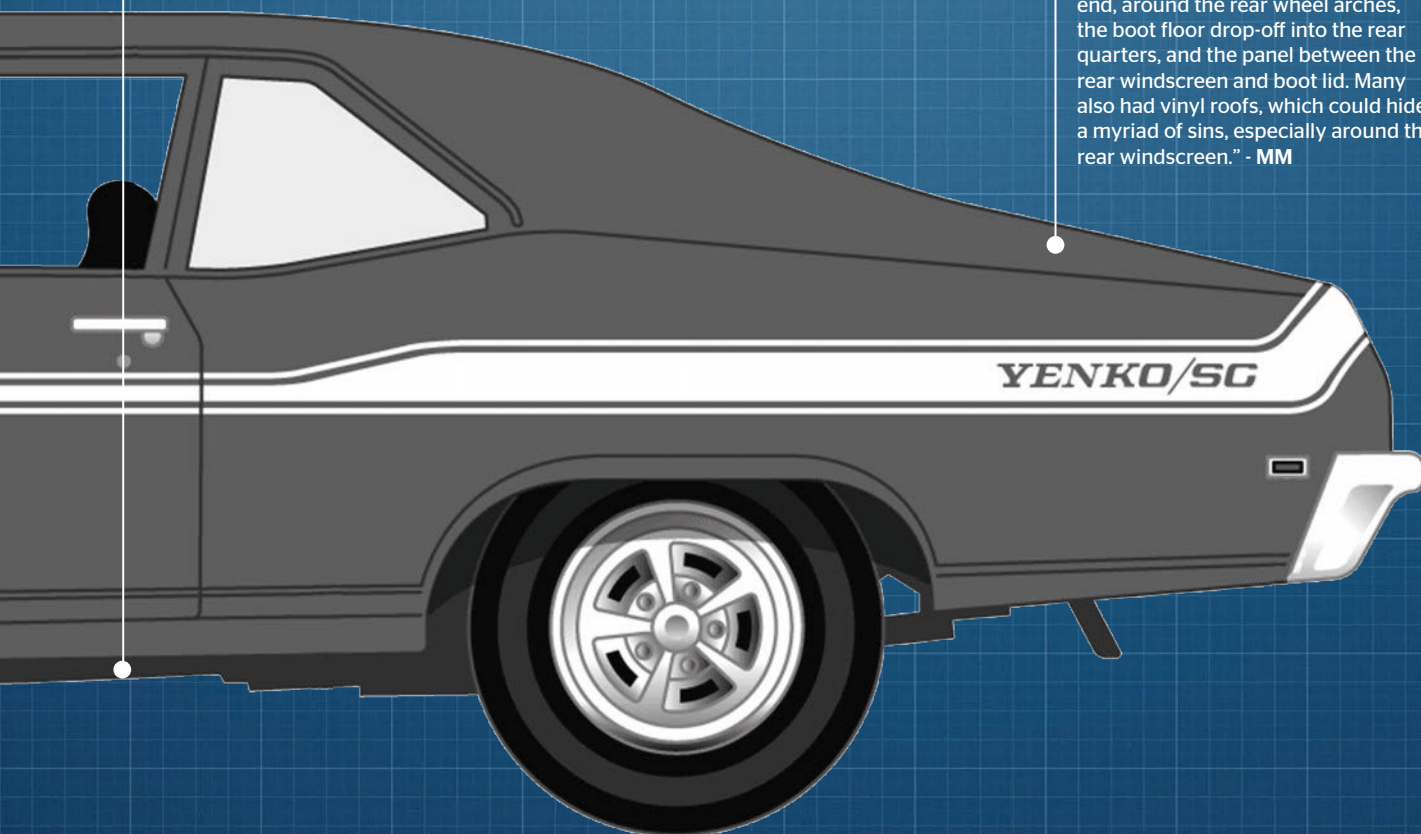
"There's no chassis, so all the metal on this car is structural. Oddly enough, it's very rare to find one with rotten sills - they must have been made out of a good gauge steel - but if the car's been in the UK for any length of time be sure to check everywhere. The brackets that bolt the front subframe to the body can split, the rubber bushes can perish and trap water, and that can lead to major problems. The problem will be worse on higher-horsepower cars and those that have been thrashed. Early ones were all-round 9.5" drum brakes with optional discs appearing later. Steering is standard recirculating ball, but the drag link is behind the front axle line meaning the engine needs a front-sump pan. This is a pain for V8 conversions as it means you need a special front-sump pan but with the pick-up tube going to the oil pump at the back of the block!" - MM

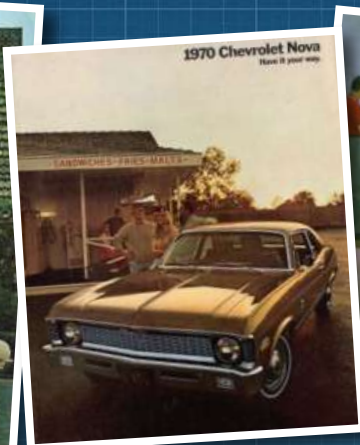
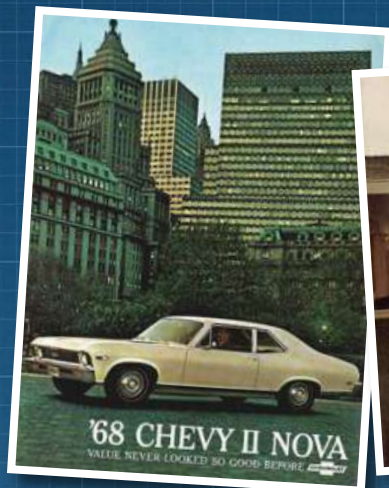
"Early ones had the two-speed Powerglide auto, which is much beloved of drag racers and a bulletproof transmission on the street with little to go wrong. Later ones had the TH350, another piece that GM made millions of. Column-change manual shift linkage can provide hours of fun." - MM

"These were unibodies, so not as tough as the intermediate and full-size Chevys with perimeter chassis in terms of rigidity. High-torque motors can twist the shell, so you'll need some bracing if you're running big horsepower. Other than that, the build quality is on a par with contemporary Malibus and Camaros." - MM

"These were very lightweight cars by American standards - the base 1962 two-door was just over 2,400lb, or about 1.1 tons - so the sheet metal isn't that sturdy. The floorpans are crucial, so check them carefully." - MW

"They do seem to rot worst at the rear end, around the rear wheel arches, the boot floor drop-off into the rear quarters, and the panel between the rear windscreen and boot lid. Many also had vinyl roofs, which could hide a myriad of sins, especially around the rear windscreen." - MM





“The rear axle is the standard Chevy 10-bolt with LSD optional. Some of the high-horsepower cars came with 12-bolts, but these are rare. The rear end is a simple leaf spring set-up, so if the rubber bushes are okay there’s not much to go wrong.” - **MM**
 “The early base models had 13-inch wheels as standard with 6.00 or 6.50” crossplies, meaning small drum brakes all round, but they weren’t a particularly large or heavy car so this was probably enough.” - **ST**

Conclusions

“I remember these well. The drag racers used to love them because of their great power-to-weight ratio, and they made a great street car for the same reason. They were a cheap car, though, and never held the appeal of a hot Chevelle. The two-door was always the most desirable; the four-door just looked a bit unbalanced and wrong, while the two-doors just worked. In terms of keeping one running, service, suspension and brake parts are no problem at all, so there’s not much holding you back from keeping one on the road. Some bodywork and trim may be a little tougher, and may be a specialist job. Later ones share much of their running gear with the Camaro, so upgrade parts are plentiful. Pre-1968 models are less desirable and therefore cheaper, because their styling is an acquired taste for many. The 1968-on cars have more traditional muscle car style. They’re good-looking cars, but priced accordingly. There aren’t many over here and there are so many years and variants

that values are all over the place. You can still find an early base model project car for a grand or two, but the big-blocks are expensive now, and the Yenko versions are silly money.” - **MM**

“There aren’t that many X-bodies around in the UK, but as Chevelles and Camaros get ever more expensive, people will turn to the Nova. The post-1968 ones are very close to the F-body, so anything that doesn’t work on a Camaro won’t work on a Nova. Mechanically, parts supply is no problem, and there are a few Nova specialists so while they’ll never be as well catered for as the Camaro, they’re not in a bad situation. There are repro body panels out there with more coming through, and trim and rubber parts can still be found. The later ones are only a little smaller than a Chevelle, but the early ones were actually compacts so there’s a chance they’ll fit in a UK garage!” - **ST**

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One-Brew Job

Jammed carb floats? Have you checked out how much crud is in the float bowls recently?

Words: Dave Smith **Photography:** Mick Wilkes

THANKS

Wacky Racers
01384 571571

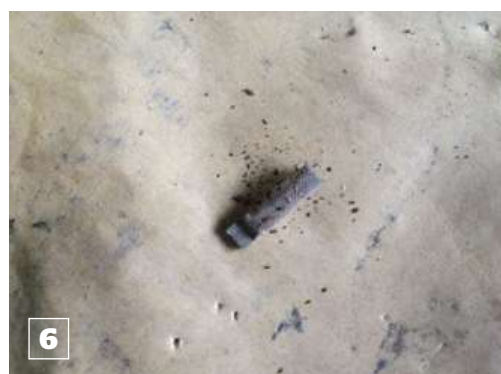
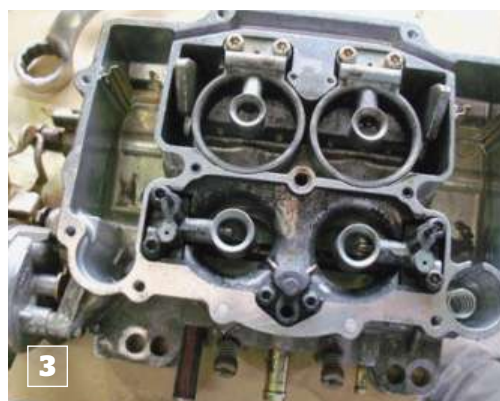
All Cisterns Go

Fuel systems accumulate crap. Every time you put fuel in, you're adding bits of dirt and slivers of metal from the forecourt pumps. Every time you leave your car standing, rust, scale and sediment from the tank and fuel lines forms and flakes off into the fuel. Then it all gets pumped into the carburettor, blocking jets and float valves. Wacky Mick was cleaning out this Edelbrock carb from an Eighties GMC recently, and found this, but cleaning up is a job you can do with just one cup of accompanying tea.

You'll usually find a simple mesh filter at the point the fuel line enters the carb, and this is the first stop for larger chunks of cack. Clean this out with carb cleaner or, for an OE-style filter, just replace it with new. The next part involves taking the top off the carb, which is easier to do with the carb on the bench but can be done in situ providing you're careful enough not to drop anything down the carb and into the engine. There are usually little hairpins or split pins securing the operating rods for the choke flap and accelerator pump (1). Remove these with needle-nose pliers and put them somewhere safe, then wiggle the rods out of the levers. Then unscrew the top of the carburettor (2). The screws may not all be the same length, so keep them in their original positions. Lift the top straight up to avoid bending needles and the accelerator pump, and be careful not to tear the gasket.

Inside, you'll see the float bowls on either side (3) with the accumulated crud at the bottom. Soak up the residual fuel with a rag, then dose the bowls with carb cleaner. If the carb's on the bench, you could blow the muck out with compressed air.

The float valve operates almost exactly the same way as a lavatory cistern. There's a large, hollow float, and when the bowl



is full of fuel the float closes the valve. With the carb top upside-down, carefully remove the float's pivot pin (4) and underneath you'll see the simple valve arrangement (5). Unscrew the housing it sits in - carefully! It's only brass - and beneath you'll find another rudimentary mesh filter... and you'll be surprised at

how much muck this catches, too (6). Blow through the fuel inlets with compressed air or carb cleaner, and clean the rest of the carb off too.

When replacing the top, take care to replace it straight down so the metering needles don't bend, and gently persuade the accelerator pump seal back into its

bore. Screw the lid down just tight enough to seal, refit the operating rods and see how much better the car runs, watching for leaks. You'll certainly be considering an in-line fuel filter now, but make sure it flows enough fuel to supply the engine. Grab your accessories catalogue while you make your next cup of tea...

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HOW TO Having A Blast

Project Fox 13-30 finally gets moving, as the shell goes to be media-blasted.

Words & photography: Dave Smith

The day has finally come! The little Fox project has sat on its rotisserie for months waiting to go to the media blasters, and, finally, in early August, it set off from square one. It's not going to be a massive project, as, however much I'd love a rip-snorting muscle car, I have a few realities to face. I can't run a nine-second car on a 14-second budget, so I need something 'Cruise Muscle' that'll be daily-drivable and seat four. Hence Fox 13-30 - I want it to run 13s, but still hit 30mpg, look presentable, and all on a beer-money budget. This means

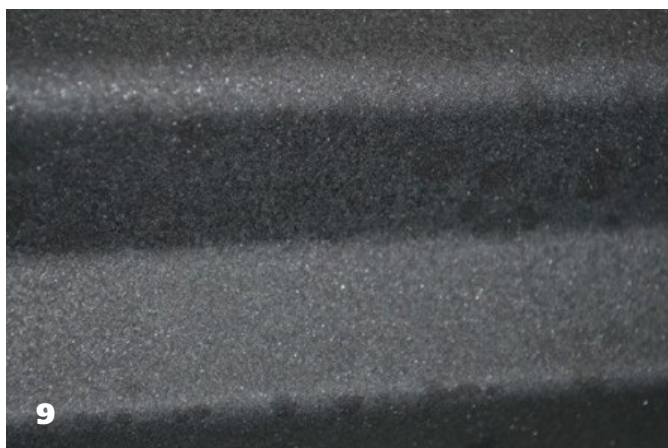
no silly engine mods, and the stock rear end gearing and lock-up overdrive automatic transmission. Can it be done? Let's find out.

Job one was to get the bare shell onto a trailer (1), which was a trial in itself, especially on top of a front clip from another car that needed delivering near where the shell was heading. Fortunately, the day was pleasant enough for the whole drive down to Quality Blasting in Lye, West Midlands (2). These guys are geared up to prepare, blast and finish all sorts of products, from the tiniest

THANKS

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engineering parts to battleship chains such as these (3).

Alan is the gaffer at QB, and he'd already spoken to me about the procedure, so when I arrived, the car was ready to lift and go straight in (4). It was a good job, too, as a sudden downpour threatened to drench the shell that had just spent many months in a dry workshop! You can buy 'DIY' media blasters, but next to QB's kit (5) they look a bit Mickey Mouse. And this is Richard (6), the chap who'll be doing the job. Note the steel toecaps, the heavy rubber gauntlets, the air-fed

helmet with elasticated inner collar... he's not messing about, here. The visor in that helmet has a plastic shield in front, and every half hour or so it becomes so opaque thanks to the dust that it needs changing (7). The media he'll be using for this job is aluminium oxide (8), which is pretty vigorous but leaves a rough surface perfectly keyed for paint (9).

And so Richard set to work. He has to keep the nozzle moving constantly, as the pressure of the gritty media will quickly build up heat and cause buckling and →



10



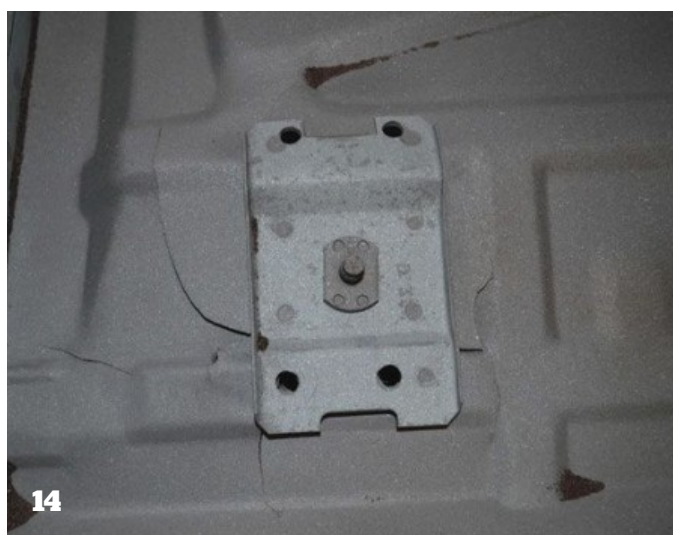
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12



13



14

distortion. As the layers of paint and surface cack were blasted away, I was delighted by how few horror stories were lurking beneath. I spotted a small dent in the nearside rear wheelarch (10), some pinholing around where the roof panel is leaded onto the C-pillars (11) and in the rebate where the roof skin meets the boot aperture (12), and a small dent in the floorpan that looks as if someone has tried to jack the car on the area at some point (13). There are also the cracks around the driver's seat bolts (14) and the lower passenger side corner of

the radiator support that looks like it's whacked a kerb at some point (15), but I knew about those issues beforehand.

At one point, Richard had to stop to empty the hoover bag (16). The blaster has an extractor inside the booth where the shell was being blasted, and this sucks up all the media, paint, filler and whatever else has been blasted off the car. A trio of huge filters then sorts the wheat from the chaff, putting the media back into the blasting hopper and dumping the dust and rubbish in here (17). Of course, the media itself





15

will eventually break down into useless dust, and then you have to add more.

Richard really got a move on, and the only real problems we had concerned Ford's factory seam sealer. It seems that someone on the production line was charged with applying seam sealer to spot-welded seams. Unfortunately, it seems that person had NOT been to Specsavers and was also using a two-inch brush. It was gobbled everywhere, sometimes missing the seams completely, and the blaster wouldn't shift it (18).

Well, it may have done, but that would have involved Richard concentrating the blast on the spot, and most likely buckling the metal around the seams. This resulted in us trying to pick the excess goo from the seams (19), then Richard having another go.

That afternoon, the job was done. After a quick dust-down with the airline (20), there were one or two areas that we'd missed and another couple that Richard wasn't happy with and would want to go over again (21), though that was a job for the following day. The only area that →



16



17



18



19



20



21



If you're taking your body shell, panels or components to Quality Blasting, or any

media blaster, then here are a few of Alan's top tips for an efficient job:

- Clean all the underseal off any areas you want blasting. Most blasting media simply will not work on soft surfaces like tar or rubber. In fact, QB use rubber or thick plastic tape to mask off parts of the jobs that can't be blasted. Yes, scraping underseal is a filthy, laborious job, but if you leave it to QB, the hourly rate will go on the bill...

- For a full shell, like Fox 13-30, remove all the doors, boot lid, bonnet etc. The blaster needs to get in and around the shell, and doesn't want panels swinging around in his way. They can all be blasted separately anyway, but again, if someone at QB has to spend time removing panels...
- QB were delighted to have the Fox 13-30 shell on its rotisserie, but if you don't have a rotisserie, they have a rubber floor to roll the shell onto its sides. A bare shell isn't that

heavy, and can usually be handled by two men, but obviously they won't roll it onto its roof.

- There should be as little oil or grease on the parts to be blasted as possible. Blasters such as the one in the photos use a media recover and recycle system, and oil and grease in the abrasive can clog the machinery and then blast oil splats everywhere, requiring a big clean-up operation. "The cleaner we get it, the cheaper the job will be," said Alan, succinctly!



hadn't been touched was the roof. Richard did try with the blaster on its lowest setting (22), but all that happened was the abrasive bounced off the roof and still threatened to buckle the metal, so he stopped. Alan had also warned me off having the inside of the roof skin blasted, as it can cause the metal to stretch, but as there are bracing bars and a perimeter frame inside the roof skin, it wouldn't stretch evenly and would 'map out' the inner bracing.

So I still have the roof to do with a DA or Zip disc, but otherwise Richard had

accomplished in one day what would have taken me weeks - possibly months - plus I couldn't hope to achieve the finish he created or access the areas he got to. A decent blaster doesn't come cheap, but when it comes to having the perfect blank canvas, hiding no surprises, in the space of a couple of days, I'd say it was money very well spent. The only problem I have now is that bare steel started rusting the second it became bare steel, so it needs a protective coating on it - off to the paint booth now, then! **ACM**



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TALES FROM THE GARAGES OF THE PEOPLE WHO WORK ON, AND CONTRIBUTE TO, AMERICAN CAR MAGAZINE

Dave Smith, Editor
1990 Ford Mustang LX



Well, baste my nuggets if the damn Fox shell isn't still sat on its spit. I've done another hour or so's work on it to get it even more blaster-ready, but you'd struggle to tell. I managed to pick a very muggy, humid day to strip the other rear wheel arch - a great day to sit behind a hot-air gun - but at least both

arches are now clear of that rubbery gubbins. It's peculiar stuff, a quarter of an inch thick in places, but the coating stopped an inch short of the actual wheel arch lip on both sides. So it protected the metal right up to the point where the rust is likely to start forming... Anyway, I was pleased to find



nothing but good, solid steel underneath it.

I also went around the shell removing tiny but previously overlooked items such as rubber grommets and bungs, wiring clips, Squire nuts, trim clips and so on. I thought I'd got them all, but a second sweep revealed a clear dozen that I'd missed



first time. I also went around the rebate that the windscreen sits in, scooping out all the Sikaflex-type screen bond. That was tricky and tedious, but the hot-air gun came into its own again. Now the car really is 100% ready for its trip to the blasters, proving that the weak link in this chain currently ... is me.

Kev Carrington, Contributor
1973 Plymouth Duster, 2004 Ford Mustang GT

There's been a little more progress on the Duster concerning the original seat belts, which got on my nerves a bit. These are the type where you have an inertia reel lap belt and a loose diagonal that clips onto the buckle, but the diagonal never seems to work that well, so I bought a pair of Securon belts and they work a treat.

While I was installing the belts I was looking at another minor annoyance I have had since

day one - the carpet seemed too short, with bare painted floor visible near the pedals and heater box. The closer I looked I noticed that this is a proper two-piece carpet with an overlapped seam under the front bench, and then I realised it was overlapped by about eight inches! With the front bench out, I moved the carpet up, cut a new hole for the main beam switch, re-installed the bench and job done! Next month I am hoping to get my B&M shifter installed.



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Roller lifters seem like the magic answer to many engine builders. Or are they?

Words: Dave Smith



How They Roll

The hydraulic lifter was a great leap forward for valvetrain technology. It was a simple device that made engines smoother, quieter, and made valve clearances self-adjusting. The next great leap forward was the hydraulic roller lifter, which became common on mass-produced American V8s from the mid-Eighties onwards. The concept was quite simple – instead of the cam lobe scraping against a flat, hardened steel surface, a needle-bearing roller would follow the cam lobe in oil-soaked silence. An added benefit was that you could use cam profiles that would seriously trouble a flat-bottomed tappet, and performance took a small leap too. Now you can retro-fit almost any V8 with roller lifters, but there are, of course, some things to watch out for.

As always, cleanliness is king. A hydraulic lifter has tiny oil galleries that will easily get clogged with dirt and debris in the oil, leading to that tedious ticking noise. Many roller lifters use tiny needle bearings in the roller that will also not thank you for mucky oil, and wear out quickly. In really high-performance motors where the lifters take a beating, a roller failure will tip all these needle bearings into the sump, where they can do fun things such as jam your oil pump and cause catastrophic failures. Some roller lifters now use a bush instead of needles to prevent this possibility.

Lifter bores have to be in excellent order, too, as if they're either too loose or too tight on the lifter, problems will soon arise. Lunati reckon that the guideline



for bore clearance should be 15 to 17 thousandths of an inch on an iron block or 11 to 13 thou on an aluminium block. They also recommend no more than two ten-thousandths of an inch tolerance on bore taper or out-of-round.

A normal flat tappet should rotate in its bore to prevent the cam wearing a groove in its base; the cam lobe is usually ground very slightly bevelled to turn the lifter. Obviously roller lifters mustn't do this, and the roller should be parallel with the cam lobe at all times. Also, the roller must always be in contact with the cam lobe. Roller lifters use a link rod or bar (1) to connect neighbouring lifters together in pairs, which prevents them turning in their bore and keeps the rollers parallel. Always ensure that there's enough block clearance for the bar, as if there isn't, the bar will prevent the roller staying on the heel of the lobe, meaning the cam is hitting the roller on the lift side of the lobe. 'Pop-up' lifters are slightly different in as much as they are designed to lift up in their bores if you relieve all valve spring pressure. This is so you don't

have to remove all the lifters to change the cam; it shouldn't happen in service!

Most manufacturers recommend NOT using oil restrictors in the lifter gallery, as the rollers can use all the oil they can get. Also, lifters that use offset pushrod seats to clear enlarged intake ports will have a much shorter working life than a centred-seat lifter because of the extra side-loading.

A used lifter can be cleaned by soaking in 'mineral spirits' – white spirit, turpentine substitute (2) etc – but it needs to have all traces removed afterwards. Having a lifter full of solvent that breaks down oil won't promise long life. You should visually check the roller for damage and flat-spots that would indicate that it isn't rolling, and spin the roller, listening for bearing noise and tight spots. If there's any more than the tiniest (two thou) of play in the bearings, don't reuse the lifter. They then need soaking in engine oil prior to refitting (3), and valve lash needs to be set according to the engine and/or cam manufacturers' specification. Treat 'em right, and they'll roll on for years... just keep that oil clean.



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I should start off with an admission – Meguiar's Gold Class products are my favourite, which means this stuff has an automatic head start. But I used it and evaluated it just like any other product and damn me if it isn't still my favourite.

It's simple enough to use. Once the car's clean and dry, and after any cutting, claying or remedial work you need to do, just apply this liquid wax with a cloth or, ideally, one of the

little round sponges they often provide. Then buff it off with a microfibre. I wasn't even taking my time at it, because I had some unexpected sunshine and wasn't sure how the wax would react but the heat didn't seem to bother it, it still buffed off easily with a minimum of dust.

A beautiful result with a minimum of elbow grease, and weeks later, after more unexpected sunshine and totally expected rain, the car still had



that just-waxed look to it. Water spots just needed a wipe-over to bring the shine back. Yep, still love the stuff. All I need now is a car that's worthy of it...

TRIED 'N' TESTED

Lucas Heavy Duty Oil Stabiliser

I'm always a little bit wary of 'magic' solutions that you just add to your oil or petrol that cure all maladies, such as products that claim to reduce wear and tear whilst promoting fuel economy and so on. If they're that brilliant, why are the active ingredients not added to oils at the blending stage? Anyway, I've heard many people on the scene who have been around long enough not to get fooled easily talking about Lucas Oils and additives, so I thought I'd give this one a go on my latest acquisition.

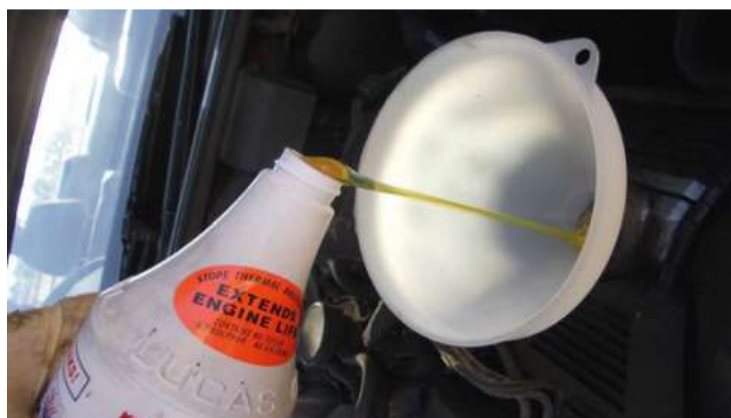
My latest acquisition is powered by an FE V8. Okay, dammit, it's powered by a 1UZ-FE V8, but it has a reasonable mileage on it and a ticking noise that sounds almost tappety, so I flushed the engine, filled up with clean oil and a new filter, but the noise was still present. I added not quite the whole bottle of Lucas Oil Stabiliser through a

funnel, and, blimey, it's thick stuff. It's like honey, and even though the narrowest part of the funnel was greater than half an inch in diameter, it didn't want to run through! Eventually it did though, so I put the cap back on and took a test drive.

Within a mile or so the ticking noise was almost absent, although a couple of weeks down the line it's back again. It's tough to gauge what effect the product has had on the smoothness of the engine because this motor is well-known for being a smooth-running piece of kit anyway, and the long-term benefits will obviously require long-term monitoring, but for the time being, it seems like this product would be worth looking into for anyone whose engine needs a little extra boost in the oiling department, or, according to the pack, for anyone who wants to keep their new engine like new.

AVAILABLE FROM

See www.lucasoil.co.uk for details and local stockists



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What's In The Workshop

Snake-skinning

This unusual Viper is in for an equally unusual interior treatment

THANKS:

C and N Customs Ltd, Middle Aston,
Oxfordshire OX25 5PP

01869 349080,
www.candncustoms.com



All Vipers are a bit special, but this GenII SRT-10 has packed a lot of life into its short years. For a start, you may notice that it's right-hand drive. And why on earth would you need to perform a full interior rebuild on a Viper? That's a tale for another time, but the guys doing the rebuilding are Nick and Mike at C and N Customs.

"The first thing we did when it came in was to strip the interior, which just fell apart," said Nick. "It revealed some horrible stuff, including cut and taped-up wiring, the dashboard and heater held together with

Mastic, the carpet stuck down with more Mastic, and the steering wheel glued to the hub! We started all over again, using the Spyker as inspiration for the dash. We started with a new wood frame, covered with faux leather, then engine-turned aluminium inserts for the dash and centre console. The gauges it came with were all Smiths, and all held in with more Mastic, so they were binned and replaced with Dakota Digital gauges, and I converted the heater's vacuum operation to solenoid. All the switches are now metal toggles with blue LEDs. I fitted a Tracker

and alarm, rewired the whole thing with a new fuse box, used more turned aluminium for the door shuts, and panelled and carpeted the boot. I Dynamatted the roof and made a new headlining from acoustic carpet, and the seats are from a Subaru STI. We're currently at the refitting stage, and I'm just concentrating on the heads-up display that will project onto a polished ally piece on the dash in front of the driver, not onto the screen."

Sounds like it'll definitely be one to watch out for when it's done. Watch this space!





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techstuff

Rollin' Coal

High-performance racing pistons are nothing new, but these from CP-Carrillo are for an intriguing variety of V8 ... the Duramax diesel!

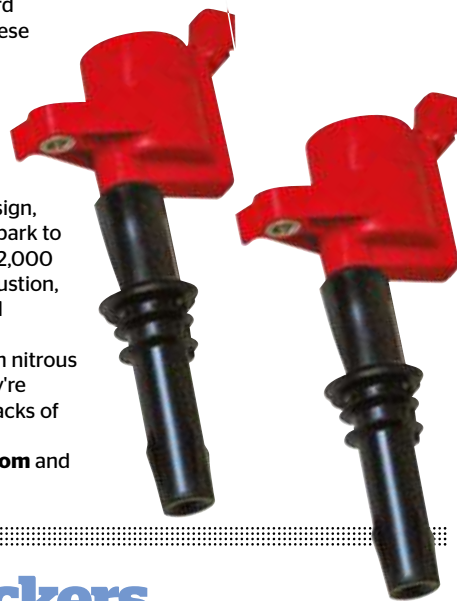
Made from 2618 T-61 alloy for durability and hard-anodised to withstand turbocharging, supercharging and nitrous, they've undergone 18 months of R&D including torture-tests in an 1,800rwhp motor. Featuring a tapered pin boss to fit factory or aftermarket rods, heavy-duty 0.285" wall cold extruded chromoly wrist pins and a radius bowl with 0.070" valve reliefs, there are 15:1 and 16:1 versions ready for standard, +0.0020 and +0.0040" bore motors. See www.cp-carrillo.com and speak with your engine builder.



Blast Off

Coil-on-plug ignition is a massive leap forward from the old distributor and rotor arm arrangement in terms of getting maximum spark at the plug, but there's still room for improvement.

Try waking up your Ford Modular motor with these MSD Blaster coil packs, direct bolt-in swaps on the 4.6, 5.4 and 5.0 Coyote engines. Using a patented primary and secondary winding design, these Blasters up the spark to between 25,000 and 32,000 volts to improve combustion, improve drivability and increase performance, especially important on nitrous or blower motors. They're available singly or in packs of eight, so see www.summitracing.com and watch the sparks fly!



Seal Of Approval

Steele Rubber Products don't just cater to mainstream classics; they can supply some really obscure stuff, too, like these seals for the stationary quarter windows on 1963-1965 Ford Fairlane and 1963 Mercury Meteor four-door station wagons.

Patterned from the original part, these seals have moulded corners for easy installation and perfect fit that'll last and last.

Steele have also reinvented the catalogue. Instead of issuing one vast catalogue to everyone, Steele will do a custom catalogue filled with parts specific to your car or cars, fully bound, illustrated, and including tips and installation notes from their specialists. They'll be sent via print or email, and they're easy and free, so check out www.steelerubber.com.



Unbeata-Blockers

We all know that the hot ticket for easy, reliable power is the GM LS V8, but when your local breaker's yard isn't overflowing with them, what do you do?

The same as you do for almost anything else; you go to Summit Racing Equipment. They stock cast iron LS blocks in 4.8-litre or 5.3-litre form, ideal for stock or mild builds, that include cam bearings but not side main bolts, core plugs, oil restrictors or dowel pins. Or they do a 5.7-litre version - an overbored 5.3 - that includes all that stuff and is ideal for a race or hot street car. They also offer two nodular iron 3.622" stroke crankshafts to suit, one with a 24X reluctor wheel (most pre-2005), the other with a drive-by-wire throttle 58X reluctor. The former is a remanufactured unit that will need 10 thou under bearings and balancing, while the latter is brand new and ready to go. What are you waiting for? See www.summitracing.com and speak to your shipper.



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Head To Header

There's always something new at Mr Gasket's place, and today is no different.

Sick of headers that work loose from the head? Get put in a Headlock. These new Grade 8 stainless header bolts feature 24 serrated teeth on the bolt flange that'll dig in on the header and won't let go, while the unique reusable thread-lock patch keeps the threads in the head until you say otherwise without the need for lock-washers. The head is even a combination socket/hex head, to make things easy in tight spaces. They're available for all US V8s from the Fifties to today, so see www.Mr-Gasket.com and speak to your dealer.

While you're there, if your head gaskets are giving you headaches, check out Mr Gasket's line of multi-layered steel pieces for high-compression, turbo and supercharged V8s. Featuring laser-cut Viton-coated spring steel construction and a polymer coating for sealing less-than-mirror-smooth surfaces, they'll stay leak-proof under the most demanding circumstances and the range covers most domestic V8s.



High Fibre Diet

Looking to shed some pounds?

Try some fibreglass. Summit Racing Equipment now stock US Body Source fibreglass body components, from bonnets and doors to complete front ends or even complete shells. The bonnets come as either heavy-duty pieces with 90-degree edges for use with OE hinges and latches, or as race-weight items designed for pins or Dzus fasteners. Both have full perimeter inner frames, a black lacquered finish underneath and sandable grey gelcoat exterior. There's a range of scoops, too. Or there are one-piece front ends, quarter-panels, doors, truck cabs and beds, bumpers and other panels for all sorts of muscle cars and trucks. Check out the range at www.summitracing.com and speak to your importer.



Magic Wand

Here's a piece that's bound to become an indispensable part of the travelling tool kit - the LED042 inspection lamp from Sealey.

The 12 super-bright SMD LEDs are powered either from the 12v lighter socket or using crocodile clips on the battery, and the slimline body means it can get in and illuminate almost anywhere. It's oil, chemical and water resistant, too. See www.sealey.co.uk to find your local stockist.

Pentacharger

The 3.6-litre Pentastar V6 found in 2012-on Dodges such as the Challenger, Ram trucks and Jeeps could be considered the poor relation, but with help from Sprintex they could give their eight-pot siblings a run for their money.

Sprintex used to be a common sight on blowers at the drag strip, and now they've gone Down Under. They're still making blowers, of course, and their innovative twin-screw rotary supercharger for the Pentastar claims to deliver up to 54% more horsepower and 47% more torque than the stock V6 with zero lag and 0-60mph in less than six seconds... in a Ram! It has self-contained oiling, meaning that installation time is an afternoon and the install is quickly reversible, although bonnet mods are required on the Challenger. See www.sprintexusa.com for details.





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Thunderstruck

New from Edelbrock is the Rollin' Thunder camshaft for the Chevy small-block.

Designed with a more aggressive lift profile than conventional flat-tappet hydraulic cams but without excessive overlap, they'll boost horsepower and torque between 1,500 and 6,500rpm while offering a great-sounding lumpy idle and maintaining vacuum for power brakes on street cars.

While we're at Edelbrock, check their expanded line of fuel pressure regulators for carbureted engines. Machined from aircraft-quality aluminium, they use a fluoro-silicone diaphragm for long life even at high temperatures with all petrols and methanol, and are adjustable between 5-10psi. There are two versions - 160 and 180gph - and come with a 1/8" NPT gauge port and a boost reference fitting for blown applications. See www.edelbrock.com for details and speak to your dealer.



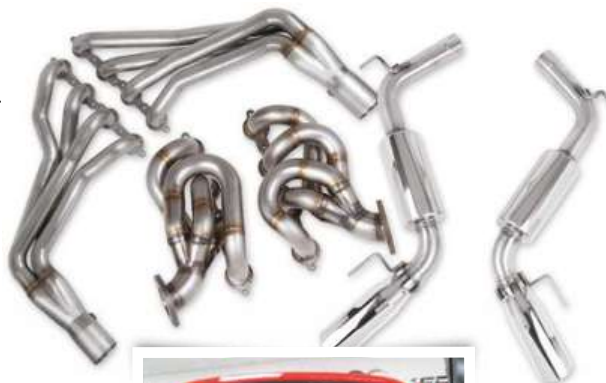
Hooker With A Heart Of Black

There's a new range of lightweight, 18-gauge, 304 stainless steel exhausts and components from Hooker called Blackheart, and the opening salvo goes right to the heart of modern muscle.

The first range was for the 2011-2014 Mustang GT, with everything from shorty and long-tube headers to cat-backs and axle-backs (some of which come without silencers to really bring the noise). The systems use OE mounting points and are engineered for maximum ground clearance.

It doesn't stop there, of course, as the range recently extended to cover the brand-new S555 2015 Mustang GT with cat-back and axle-back systems, offering the looks, the sound and up to 9.3bhp and 11.6lb.ft. gains at the wheels. There's a version for the Ecoboost four-pot, too, with even more impressive power claims.

The Camaro is the latest to get the Blackheart treatment, with the full range of short- and long-tube headers, cat-back and axle-back pipes available for the 6.2-litre fifth-gen Camaro SS, so head to www.holley.com and speak to your Hooker/Holley dealer.



Grease Is The Word...

... but you can get rid of it with Sledge Hammer Engine Degreaser, the latest new product from Surf City Garage.

That's quite a name to live up to, but powerful degreasing agents and specially formulated detergents should make short work of the greasiest engine bay, filthy undercarriages (oh, I say) and even dirty tyres. Shift that stubborn grime and leave surfaces gleaming clean without unpleasant smells or damage to your car's finish. See the full range at www.shyauto.com, or call 01474 771800.

Summer Clamp

While much of America prefers a slushbox in their passenger cars, trucks are often good candidates for a stick-shift.

And they work hard. So when the clutch wears out, Centerforce's range has probably got you covered. For instance, there's a new Centerforce I clutch kit for the 1977-1980 Ford F-150 to F-550 commercials that use the oddball 351M V8. Their patented centrifugal weight system increases clamping force with engine revs, while premium friction materials offer an upgrade over stock. The kit even includes pressure plate bolts and an alignment tool.

When it comes to upgrades, this comprehensive Dual Friction clutch for 1962-1995 Chevrolet and GMC pick-ups, vans and SUVs is good for the street, the strip, the track or the trail. The Dual Friction disc uses different friction surfaces on either side to offer maximum grip and longevity while keeping the pedal light and easy.

For big grunt, though, you'll struggle to top the Diesel Twin clutch for 2005-2013 Ram pick-ups with the Cummins ISB straight six. Using two sprung-hub discs with a patented, bushed, rattle-free floater, it offers OE-level drivability yet is rated at 1,700ft.lb. holding capacity. The kit includes a single-mass flywheel, oversize pilot bearing, a new pre-bleed master and slave cylinder and even ARP bolts. See www.centerforce.com and speak to your importer.



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Grease Is The Word

A slick new venue for the Black Country get-together.

Words & photography: Dave Smith

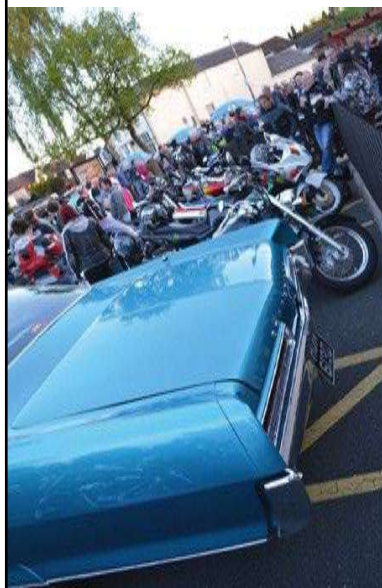
Greasy Wednesday has been going from strength to strength in the Black Country, West Midlands. In fact, earlier this year it outgrew its old venue - the one in these photos - and has now moved to The River Rooms, Mill Race Lane, Stourbridge DY8 1JN. This new venue offers plenty of parking, the possibility of live music, plus hot rod DVDs showing on the big screen. It usually happens on the second Wednesday of the month, and you can find more

details by searching Greasy Wednesday on Facebook.

When you find it, you'll notice it says "Greasy is dedicated to hot rods, muscle, kustom culture and Americana. We are not interested in front-wheel-drive, boy-racers, hot hatches or Jap 'fast'n'furious' stuff. Sorry if this offends, but Greasy is what it is. Thank you." This could be because Stourbridge is an area on the edge of one of those blanket "No Car Cruising" injunctions, so please take it easy...

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gallery

Words & photography: Ethan Lisle

Geordie Shore

Oh, they do like to be beside the seaside at the new North East cruise that actually cruises.

The North East Coast Cruise was just one of those pub conversations that ended up a reality. After the slow start to the year with the local Silverlink cruise, myself and Kris Thoburn decided to have a try with a Saturday night cruise to see how →





it would be attended. We were pleasantly surprised with the support and attendance we got for our first cruise and we were more than happy to welcome everyone along with a fantastic selection of hot rods, customs, Yanks and classics from all round the North East. We plan to make this cruise a monthly meet in 2016 and hope to increase in numbers every time. For more information visit the North East Street Rod Club Facebook page. **ACM**

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BEEN TO AN EVENT RECENTLY?

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Words: Dave Smith Photography: Darren Graham

10-Wheelers

Back to Funland for the
Victory Wheelers' 10th
Anniversary event.

The Victory Wheelers staged
this show way back in May -
damn, that seems a long way
back already - with the tagline
"Chill out by the sea." It may ➔





have been a little more chill than anyone really wanted, but with all this noise and colour right on the beach, it couldn't have been anything but fun. This popular Reunion event has been going for 10 →

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years now, although many of the participants can remember the riotous event that this is a reunion for! The cars, drivers and punters rolled in, and the shingle was packed with machinery ready to gleam whenever the sun showed its face. So, here's to the next 10 years with this always-busy club! **ACM**



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ACM reserve the right to make changes to planned editorial content where necessary.

Muscle Car Corner

One very busy fortnight in July for Paul Dodd and team.



Dragstalgia and the Mopars falling within two weeks of each other was bound to be a test for both man and machine but I didn't imagine it would be the man - me - that would fall at the last hurdle!

We arrived without drama at the Pod for Dragstalgia on the Friday evening to find the place packed with all sorts of the awesome machinery that this event attracts. We set up camp and joined our mates and fellow racers around a big table, and a good few beers got us into the spirit of the occasion. Early next morning we found out that because there were so many entrants and so many classes the RWYB slots were very limited

and if things overran, as they did on the Saturday, a session would be scrapped. Still Jason managed to get three runs in, all in the 10.7 zone. I was consistent, too, running two 12-zeroes on the motor, but the nitrous failed to work again so back to the drawing board.

The good thing about timeslots is that you can spend the rest of the time actually taking in all that's going on around you and watching some racing. For me the Nostalgia Funny Cars were the stars of the show, with Tim Garlick running a 6.1 ET in his Firebird and Ramon not far behind in the Wild'r at Heart Charger. There were some old slingshots there, too, or new

in the case of John Webster who was debuting his self-built rail, but things got out of hand on the startline with the dragster going vertical then over on one wheel before crashing back to earth. A shaken Mr Webster needed hospital treatment for concussion but looked fine when we saw him on the Sunday.

It was good to see some old favourites there too such as Al's Gasser and Henry Hi-Rise, and there was plenty of muscle including Don Scott's Superbird blasting into the 10s thanks to its new Luty-built Hemi, and the Williams Brothers fielding three cars. On Sunday morning, Jason and I readied the cars for the journey home. We were gone by midday having been warned that a storm was brewing, and sure enough, by lunchtime it hit big time cutting the event short by an afternoon.

I wish I could say the same about the Mopars but it was much worse, rain wiping out both the Friday and Sunday proceedings. It was raining when we set off on the Friday morning, raining when we got there and it carried on raining until 5am! I have to say the Santa Pod track crew did an amazing job, getting the surface dried and ready for racing for 10am on the Saturday. Jason was raring to go, as ever, so I told him to get a run in whilst I was still fitting my slicks and removing the exhaust,

but at some point I bashed my knee against the bodywork or the jack or something; it was so insignificant that I can't remember. About an hour later my right knee had blown up to the size of a football so it was off to the medical centre who advised me to lie horizontal for the rest of the day with my leg raised and an icepack to the offending area.

I have to say it was a surreal moment to find myself laid out by the car that at last had the nitrous working and all ready to race, but I was not. Oh well, maybe it was for the best that Jason and I did not get to race as he went out again later with new slicks and nitrous jets upgraded from 180 to 210hp and ran a PB of 10.51 with an impressive 1.49 60ft. Not bad for a street car just launching at low revs off the footbrake with a worn Posi in the rear, and properly beating my PB!

There was some great racing throughout the rest of the day and, along with the traditional mad party down at the Fuellers bar in the evening, it was just like the Mopars of old... but only for about 18 hours instead of three days. Oh well, we live to fight another day, or at least the cars do after covering near 500 miles over the two weeks without skipping a beat. Jason is all smiles and as for me, I do enjoy a knees-up but that was taking things a bit far!



Want to get in touch with Paul? Email editor@americancarmagazine.com or write to the address on page 3

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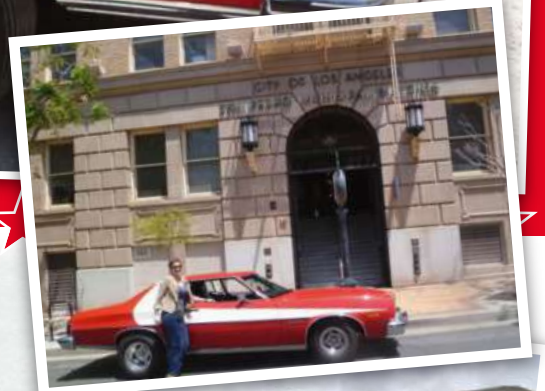
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